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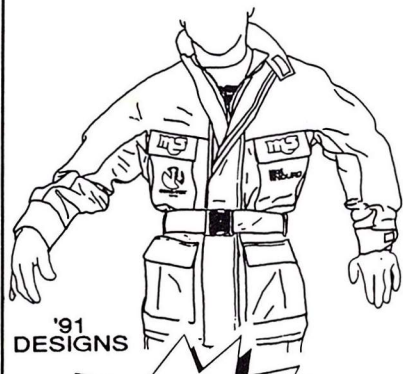
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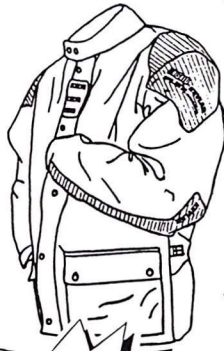
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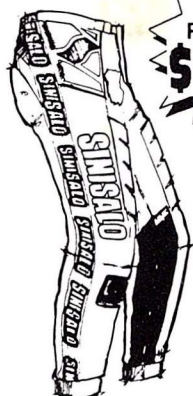


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# TRAIL RIDER

M A G A Z I N E

November 1992  
Volume 22 Number 11

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**On the cover:** "Low End" Luke McNeil climbs off the back at the Mohawk hare scrambles. Believe it or not, he held on and landed without crashing, and went on to finish in the Mini event. Ah, to be young and flexible again!  
(Photo by Jay Chittenden/Fast Line Photos)

## Table of Contents

### JUST PLAIN RIDING

**28 VFTR Dual Sport**  
*A suburban trailride*

### COMPETITION

**10 Thunder Ridge National**  
*Plessinger scores in the mud*

**14 Beehive Enduro**  
*600+ riders and a great day in NJ*

**26 Temple Mountain Hare Scrambles**  
*Riding the slopes*

**28 Valley Forge Hare Scrambles**  
*Well, it rained once again....*

### FEATURES

**12 Moose Pacemaker**  
*Six views of the course*

**20 Product Evaluation**  
*Roll chart holders*

**30 Turtle Power**  
*Talking to Team Mirage*

**34 Illinois Cross Country Series**  
*A challenge to Blackwater!*

### TECHNICAL

**18 TR Toolbox**  
*Make your own roll chart*

### DEPARTMENTS

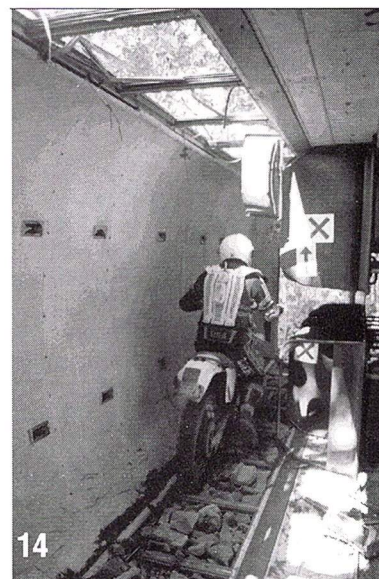
**4 Last Over**  
*Eye in the sky*

**6 Eastern News**

**9 The Rest of the World**

**5 Buy a Subscription Page**

**38 Yankee Trader**



**Warning:** Spectating can be hazardous to your health, as our esteemed Editor found out when he leg-ended in a rut while shooting photos and managed to break his ankle. Riding motorcycles can be equally as hazardous, but don't bet on it—knobby tires don't snap when you jam them in a rut. Either way, be careful! Wear all the protective gear you can muster when you ride, and it wouldn't be a bad idea when you watch, too. Also, be aware of the rights of others, don't make too much noise, and don't ride like a knucklehead.

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# LAST OVER



by Paul Clipper

## EYE IN THE SKY

I took a vacation this summer, for the first time in five years or so. By most standards, it wasn't much of a trip; just four days out west to visit friends, but the whole family went, so I guess that constitutes a vacation. For me, it was a rest after a month of sitting on my butt with a broken ankle, that I'd rather not talk about. Suffice it to say that I was cheated out of nearly two months of great riding this summer, especially when the weather back here turned unseasonably cool in the beginning of August. We had rain, cool air, no dust, and great riding, and I'll probably be bitter about it 'til next spring!

But it was nice limping back to the old coastal home, land of Mexican food and wide, wide highways. Don't believe what everyone says about the Southern California freeway system. It was made to be driven! Compared to my weekly forays up and down the eastern seaboard, four days in L.A. traffic was like a soothing breeze to a heat stroke victim. Still, their air is badly browned, their landscape is equally brown (when it isn't burned black), and except for the food I'd rather be here.

I got to thinkin' about Sidney Dickson on the way back. Sid was last month's (September's) "cover boy" by virtue of him nearly running me down on his new XR, and a world traveler most well-known to us as the guy that rode a 350 KTM from Riverside, California, to St. Michaels, Maryland. And then, he repeated the feat twice on an XL600. Next time, he'll probably do it on his XR.

Sidney popped into mind while I was looking out the window of the plane on the way back. He would probably scorn the use of aeroplanes, as a means of travel that's far too impersonal—you can't get close to the trails from six miles up. But there's no doubt that you can see a whole lot of trails from up there.

I didn't get to see much on the way out, since my daughter and I happened to have an excellent view of a GE jet engine on the second leg of the trip. A flight attendant offered us seats farther up the plane, but a pair of little old ladies jumped up and beat us to them...how do you like that? There's no such thing as chivalry these days! On the western half of the ride back, though, there was some magnificent spectat-ing.

They have so much *land* back there! Miles and miles and acres and furlongs and board feet of it, the vast majority of it unsettled, for the most

part. It's quite a scene to eyes that are used to trails that pop out behind condominiums and Cumberland Farm stores, and get mowed over by developers at the wink of an eye. The hills of far-southern California and Arizona are just *laced* with jeep roads. They all look like single-track from the air, but then again, the interstate highways look like single-track as well.

You can pick out a trail as you come up one side of a mountain and take your time following it around and over the crest, down the other side, and then maybe even following the plane for a while. Some don't really appear to go any where, a lot of the dead-end at the top or at the head of a blind canyon. But every now and then you come across one that continues unbroken for a goodly long stretch.

You can tell it's dirt by the color, even from maximum height, and you learn all the secrets of this road or trail along the way. The way it turns in and out of those hills, then snakes up along the ridge for a while, drops down into the valley, crosses the interstate....

Probably, the people on that main artery down there aren't even aware that they just crossed over an extremely interesting path. They're probably worrying about mundane things, mostly job related, or kid related, or food related. They don't even know that I'm watching them from up above, shaking my head at their lack of interest.

But then that's too weird, isn't it? If you start worrying about what people in planes think about you, you're getting close-in to some long sessions with an analyst.

So anyhow, I saw all this off-road possibility, and thought about Sidney, who practically has a fetish for riding across the country on dirt roads. Nosing against a plane window can give any red-blooded dirt bike rider inspiration. If you could just do it in a plane that could fly a little lower, and a little slower. With a stack of decent topo maps in your lap, you could track the dirt roads from an easy starting point, and then follow them out to their conclusion and then look for the next thread to pick up. It would be like route-sheeting a dual sport ride from the air.

What fun!

After a few false starts and stumbles you'd probably get good at it. Able to watch the map, estimate distance and altitude (on the ground,

of course), and then plot a course from town to town, where you'd need things like food, fuel & lodging. From what I saw, this would be so easy from L.A. to Dallas, Texas, that you could probably scout the whole distance—assuming you basically knew what general latitude you wanted to follow—within a couple of days, easy.

Texas would also be pretty simple, since the majority of the view isn't spoiled by trees. I saw a lot of interesting possibilities in Oklahoma and Arkansas as well, before the terrain started getting too knobby to follow from 30,000 feet.

Now, I don't know if I'd like to tackle the country on a KTM 350. Obviously, it'll work, but I think it'd be awful "buzzy" after a very short while. Sneaking across the country on a dirt bike would also scare the bejezus out of the

paranoid side of me as well, so I don't think I'll be doing it soon. However, a dual sport bike is another story... a smooth-running four-stroke single, all legal from stem to stern... it's a tempting thought.

But hell, somebody's got to hang here and put a magazine out, and it doesn't look like anyone's going to come by soon and take that responsibility away from me, so I'll have to be content to cross the earth on planes and leave the riding to Sid. If, however, Mr. Dickson's vision of a U.S.A. crossed with off-road routes appeals to your wilder side, you should probably get in touch with him. Especially if you have a plane and just love to go trail spotting! Call or write us at the magazine and we'll hook you up with him.



(Jay Chittenden Photo)

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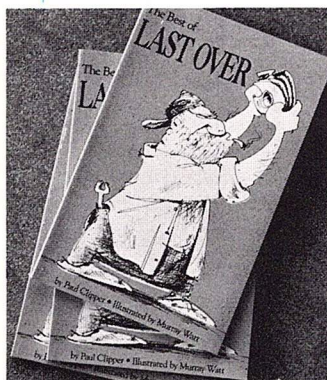
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# EASTERN NEWS

## LEMBO LAKE OPEN

For all you moto heads who attend the NETRA hare scrambles, the Lembo Lake Park supercross track is now completed and open for business. If you're interested in a schedule, call them at (914)427-2248 and ask about it. Ray Malley is the owner; tell him how much you enjoyed riding the apple orchards at the hare scrambles.

## GET RIDING!

The last events of the year are upon us, and you will kick yourself in the butt if you miss any more decent rides...I know I will! Two events finish up the ECEA season, after the Delaware National just this past weekend. On the eighth of this month you'll be able to ride the annual Stumpjumper enduro, a feast for sand lovers everywhere. The Stumpjumper happens out of Warren Grove, NJ, and the info number is (609)499-9135. Two weeks later, on the twenty-second, the Scrub Pine enduro goes off, after a few year's gap in their tape. The Scrub Pine will start at Lebanon State Forest (same place as the Pine Hill enduro), and you can call about it to (908)928-0597.

## SPAIN REIGNS AT NY TRIALS DES NATIONS

The United States hosted the Trials des Nations this year, September 7, in Watkins Glen, New York. Teams from 12 countries came from around the world to participate in the first Trials des Nations to be held outside of Europe. A four-man team from Spain, including four-time World Champion Jordi Tarres, Amos Bilbao, Joan Pons and Marc Colome outclassed the rest of the field, finishing with 39 points over the 42 section event, almost half the points of the second-placing French team.

The American team consisted of five-time National Champion Ryan Young, Geoff Aaron, Raymond Peters, and Cory Pincok. The team finished with the best result to date of an American team, placing ninth overall. The skill of the winning Spanish riders is not to be belittled; spectators were treated to seeing wave after wave of riders dabbing and crashing out of the difficult New York sections, only to be amazed when the Spaniards came around and would "clean" a section every other team took points in.

The Trial des Nations was preceded that week by a round of the World Observed Trials Championship (September 5), also held at Watkins Glen, and an AMA/NATC (National) Observed Trials Championship on September sixth in Williamsport, Pennsylvania. Both World rounds were organized by volunteers from the AMA District 4 Trials Committee, led by Carl and Nancy Peters.

The NETRA Black and Blue enduro is the last one on the schedule this year, happening on the eighth of the month. The B&B starts in Stafford, Connecticut, and it's always a good ride to end the season on. Two turkey runs finish up the NETRA season this month, the Pachaug, running out of Central Village, Connecticut, on the first of November, and the much-imitated-yet-never-duplicated Chilly Chili on the 22nd. The Pachaug is a neat loop on the Connecticut/Rhode Island border; when we rode it (from the NETRA Trail System route sheet) we found it to be an easy loop and a scenic ride. The Chilly Chili is somewhat short on scenery, being held in the mostly flat Cape Cod area, but it's still a great ride. *Everybody* rides the Chilly Chili, and the chili feed afterwards is epic.

Speaking of Lembo Lake, the last race of the Tri-State Hare Scrambles series happens on the eighth as well, with a end of year hare scrambles at Lembo Lake



Park. Just think, all those apples will be ripe! The gate opens Sunday the eighth at 7:30 A.M., and Lembo Lake is located just outside the village of Modena in upstate New York. Do yourself a favor and come out riding this November—remember, winter is only a month away!

## TRAIL MONEY

After the usual Washington protocol of posturing, threatening, and making the people beg, the Senate/House Conference Committee on H.R.5518 has finally approved a fiscal year 1993 appropriation of \$7,500,000 for the National Recreational Trails Trust Fund. This money, far short of the \$30 million originally obligated by the National Recreational Trails Fund Act, may be used by states for creation and maintenance of recreational trails, including non-motorized and OHV trails. When spread over 50 states, 7.5 million is not a lot of money, but it's a start.

We've heard, here and there of a number of states that have programs conceived or partially set up to use NRTFA money, but so far—probably since no money has been available—we've heard nothing else. If you're involved with a state NRTFA plan, please get in touch with us, or put together a story that we'd be happy to publish. We'd love to finally write about something positive coming for all this battling!

## MEMORIAL BENEFIT

Last month Randy Ferman reported on the loss of a friend while trail riding in New Jersey. Since then, a benefit fund has been put together to help out the wife and children of Brian Holl, who died after running into a cable on a trail in North Jersey. Randy has received the support of Drew Smith and Works Enduro Rider, and they will be selling raffle tickets at the remaining ECEA enduros. The tickets will cost \$5 each, and the winner of the raffle will receive a PS Products steering damper from W.E.R. (\$299 value), second place will be \$250 cash, and third place a set of Dunlop D752 tires. The proceeds will go to Brian's family. Look for details at the Stumpjumper and Scrub Pine, or call W.E.R. at (908)637-6385.

## REAL LEATHER

If you've been lamenting the loss of real leather toolbags, then this item is for you. The Black Hills Leather Company has a tool bag that straps onto your frame rails or handlebars and is made out of heavy-duty top-grain leather in black or natural color. Nickel plated buckles and straps keep it closed, and it is riveted in all high-stress areas. Black Hills also makes a large rear fender bag, so if you're looking for something you can't find, call them. (605)347-2917, 1324 Shephard Street, Sturgis, SD 57785.

## WRONG DATE

For those of you hunting around for Jeff's Turkey Run on September 27th, sorry, but we steered you wrong last month. The date of the event was suddenly moved up to the 20th of September when that date became free on the NETRA calendar, and we were notified long after the September issue went out. Sorry about that; we're used to events being postponed until later, not moved up a week! ...would that be called "pre-poned?"

## CORDUROY NEWS

The annual Corduroy Enduro in Canada is history once again, and again Trail Rider was not there to cover it, a fact that will cause heaps of abuse to be dumped on us by Kerr Chalmers, but that's okay, we're getting used to it. One of these years, we're going to head up there, and I really do mean up—it's a good 13 hour drive from this neck of the woods.

Kevin Hines made the drive, and he's pretty glad he did. Riding his Husky 350 thumper, he took the overall win, which, we believe, is his first Corduroy win. The event is regionally famous for its generous quantities of water, and the course wasn't a disappointment this year ("Corduroy" is a term used to describe log bridges and roads, usually your only hope for getting through the soft terrain).

Hines dragged along Phil Oveland and John Smith, his "team" from the Mauna Kea enduro in Hawaii. After the 'Cord, they went on to the Rhody Rover's enduro the next weekend,





## WHERE TO RIDE

November

- 11/1 VCHSS Surry 100 Hare Scrambles  
Norfolk, VA (804)877-5277
- 11/1 AMA National Hare Scrambles  
Scottsdale, AZ (602)948-4137
- 11/1 AMA National Enduro  
New Paris, Indiana (219)269-6777
- 11/1 Pachaug Turkey Run  
Central Village, CT
- 11/8 ECEA Stumpjumper Enduro  
Warren Grove, NJ
- 11/8 AMA National Enduro  
Greenville, Ohio (513)548-7197
- 11/8 Black and Blue Enduro  
Stafford, CT
- 11/8 Tri-State Lembo Lake Hare Scrambles  
Modena, NY
- 11/15 Budds Creek Hare Scrambles  
Budds Creek, MD (301)475-2000
- 11/15 SJER Dual Sport Ride  
Indian Mills, NJ (609)227-5078
- 11/22 ECEA Scrub Pine Enduro  
New Lisbon, NJ
- 11/22 Chilly Chili Turkey Run  
Plympton, MA

where Hines again scored an overall win. Look for a story or two in next month's issue.

## NORTON IS WAILING

NETRA Hare Scrambles Champion Tommy Norton is wailing towards the end of the season in New England, in spite of heavy competition locally from Lee Helliwell, Chris Crispin, Dennis Tripp and John Towslee. Norton won the last three NETRA events overall—Mohawk, Thunder Ridge, and Skiparee—and if you take out the throwaways, he's got enough points to win now. "It's deceiving, though," says Norton, "In order to really wrap it up I have to have a first or second place finish, and then a top ten finish in the last two remaining rounds. I'd like to win it again; it looks good on your resume."

Norton may not have to worry too much about the resume for '93, though, as he's all but signed with Mirage again for the new year. "Mirage is pumped about their first season of off-road racing, and they're planning to expand for '93," he told us. Look for an interview with Peter Laird, the main man behind Tommy's sponsorship, in this issue of TR. □

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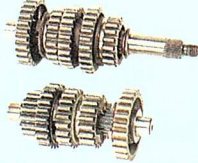
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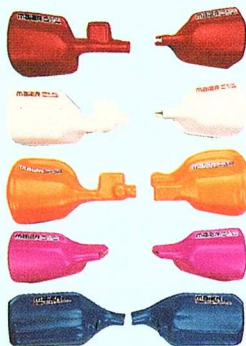


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# THE REST OF THE WORLD



there's a motorcyclists BBS, known properly as the Biker's BBS. The Biker's BBS is based in Milwaukee, Wisconsin, and offers its members the opportunity to order parts and accessories on-line, request insurance quotes from a sponsoring company, access information on rallies and events, news and information relevant to motorcyclists, "chat" with other bikers on line, and much more. You can access the BBS and

enter it in a "demo" mode, and then decide if you want to join (and pay the membership fee of \$59). The membership package is available through selected dealers, but you can just as easily hook up your modem and call them at (414)365-2838. Their voice phone is (414)365-0403.

## NEW SIDI CATALOG

Acerbis USA sent us a press release announc-



Rodney Smith (Glen Bauer photo)

ing that you can now get a copy of the new Sidi catalog, listing all they offer in the way of motocross, trials, road racing, sport/touring and street bike boots. No other company doing business in the U.S. offers such a cornucopia of motorcycling footwear, they are quick to point out, and who are we to argue with them? You can get a retail copy of the catalog for \$1, by calling (619)562-1440, or better yet go hang out at your Acerbis dealer and look at his copy. Good boots.

## WORKSHOPS SCHEDULED

The MIC and SVIA will once again host OHV Management Workshops in a variety of venues this fall. The three-day events combine classroom presentations along with riding instruc-

tions and field studies in successful ATV and trail bike recreation management. Riders from our area have attended and benefited greatly from the presentations on trail design and construction, as well as environmental planning.

The remaining scheduled workshops will be held in Amicalola Fall, Georgia, on November 2-4, and Tucson, Arizona, on November 16-18. If members of your club or organization are interested in attending, contact Ryck Lydecker of the SVIA at (703)521-0444.

## NEW ADDRESS

White Brothers Cycle Specialties is moving to a new, larger facility this month, and you'll be wanting their new address if you're interested in doing any business with them. They can be found, after the move, at 24845 Corbit Place, Yorba Linda, California, 92687. The phone number is (714)692-3404.

## NEW D/S RUBBER

Frank Stacy from Dunlop called the other day, all out of breath with excitement because their much-anticipate dual sport tires were ready for public consumption. Three tires are currently available: the D903 front and rear tires, and a "copy" of the D752 all-terrain front tire that is certified street-legal. The 752 copy will probably be named the "Enduro," but it is exactly identical to the 752, and should be an excellent D/S tire. The 903s appear to be standard knobby tires, along the lines of the K490 or another intermediate terrain tire. We have a set of D903 tires here at the office, and plan to try them out on our test Honda XR250L just as soon as the bike gets here, so we'll let you know how they work.

## WAX THAT WASCAL!

It was only a matter of time before bicycle technology would start trickling down to motorcycles. For years, bicyclists have been using wax to lubricate their chains, partly because they don't want to get their expensive Lycra outfits greasy, but mostly because wax does not attract dirt, and, once dry, does not fling off as mess gobs of grease. Maxima is now offering ParaFilm Chain Wax for motorcyclists everywhere. It sprays on wet, dries to a waxy film, and doesn't goo up your whole bike in the process, they say it is an excellent rust protector and safe for use with o-ring chains, so how can you beat it? See your Maxima dealer and ask him to order some. □



## SIX DAYS IS HISTORY

Man, it seems so long ago now, but just last month we were wondering what was happening at the ISDE, held this year in Cessnock, Australia. Well, it's all past history now, and we still don't have a story put together (although we're sifting through a mountain of photos sent back by TR Official Press Guy Glen Bauer. What happened was this: The American teams started out in great positions—fifth in the Trophy, and fourth in the Junior World. The second day the Trophy team moved up, but then on the third day Jon King dropped out when his bike blew up. That put the Trophy Team at the bottom of the list; the Junior World team moved up a notch and finally finished the week in third, which is not bad.

The top American finisher, by far, was ex-motocrosser Rodney Smith, who entered the event not really knowing what was going on, and by the time he figured out what the deal was he had to play catch-up to the European fast boys. He finally finished fourth overall and second in the 500cc two-stroke class; possibly the best finish by an American to date, overall. If Rodney rides next year, don't be surprised if he overalls the event!

The riders and organizers were very pleased with the event, and it seems that the European establishment was pleasantly surprised with the quality of the Australian event, which will help attendance at the 1994 American (Tulsa, Oklahoma) ISDE. We have it on good authority that the Australians have applied to host another ISDE in four years or so. Complete results and photos next month.

## RETRO CLOTHES

Sharp-eyed readers may have stumbled across an ad for a company called Metro, selling vintage shirts and pants, in the September issue of TR. Well, Metro is working on a color catalog of their vintage clothes, and by the time you read this it'll probably be done. They pride themselves on copying the original logo exactly as it was designed, and their color book will probably really be a knock-out. If you're interested in vintage stuff, call them at (310)798-1160 and find out how to get a copy of their catalog.

## BIKER'S BBS

Computer literate riders know about electronic bulletin boards systems (BBS). Using a modem, you can call up a BBS and obtain access to all manner of information and entertainment. The fare from a BBS varies as widely as you can imagine, with a bulletin board system to cover just about any sort of special-interest subject you can imagine. Well, now



# THUNDER RIDGE NATIONAL!

"Summers" End in Upstate New York?

by Mike Snyder, Photos by Paul Clipper

South Edmeston, NY 7/26

I told KTM that I needed some time off, thinking I would ride better if I did. I guess I was right," beamed KTM America's Scott Plessinger after the finish of the fifth round in the AMA National Hare Scrambles series. Like last year, where the KTM rider held off a charging Scott Summers in the last corner to win, Plessinger was again hounded to the finish but this time by a national

it was scary a couple of times, especially without both brakes! Steve caught me before the scoring barrels but I was able to hold him off at the finish."

The course would quickly turn into a mess after the 157 competitors roared off the line, as a steady rain started soon after the AA class took off. The riders would race around the first half of the Thunder Ridge motocross track before funneling into the woods for the remain-

Scott's pace would be, but I felt he could have picked up the pace a little more anytime he needed too. In these weather conditions, you never know who is going wear down first." Steve went on to explain how his start went. "I had a two-kick start, so that relegated me to just about last in the first turn. I passed five or six riders and entered the woods about fourth behind Lojak, Hrehor and Plessinger. We were all freight-training until I took a soil sample, which put me back into around tenth.

"After the first gas stop, I tried to smooth out my riding and latched onto Duane Conner, who has done well in this type of racing. The track was a mess with tree roots, ruts and mudholes as well as being very dark in the woods, making for some interesting line choices at the last minute."

About the middle portion of the race, Hatch caught up to Plessinger, who had dispatched early leader Ed Lojak as well as Hatch's teammate Jan Hrehor, to begin their multi-lap duel.



*The rain held off until just about...now. All morning, the riders had a primo course to walk, compliments of the beautiful weather the day before. By the time four laps had passed, the course was a hilly quagmire, with not a dry spot to be found. Hey, that's racing!*

hare scramble rookie, Suzuki's Steve Hatch.

"It was a tough and nasty course," stated the KTM America/KRW Cycle/Duralube/Smith Goggle/Dynoport/Arai Helmet/Metzeler and MS Racing supported Scott Plessinger afterwards in the back of his van. "You had to stay alert and really pick your lines today because of the condition of the course. I fell a couple of times which allowed Steve to pass me, but I could always catch him. On the fourth lap, I crashed and broke my rear brake pedal. I stopped in the pits and bent out the part that was remaining so I could still have some usage of it. On the last lap, I jammed it against the foot peg. I was closing my eyes on some of those downhill—

der of the three hour ordeal. The first lap would register 8.1 miles and the rest 7.6 miles. One change from last year's inaugural running of this race was that the event's promoter, Jim Mitrowitz, ran the wooded section in reverse as well as included some new off-camber downhill. Another difference that was probably more apparent to the competitors was the absence of the defending champion, Team Honda's Scott Summers, who was recovering from a broken wrist.

"I had a blast out there!" exclaimed Suzuki/Beyffe Helmet/Metzeler/Moose Racing/MS Racing/Bel-Ray/Acerbis and RK Chain-supported Steve Hatch. "I wasn't sure what



*Scott Plessinger took advantage of Scott Summers' absence and ran away with the win, a feat he would repeat in following races until he was leading in the points.*



"Racing with Scott was great," explained Hatch, he is a very smart rider and knows how to use lapped traffic very well. I knew it would come down to the wire so I wanted to make the last lap a race and make him work for it. I got on his rear fender a few turns from the end and tried to pass but he blocked me with some good moves and very smart riding. I wanted to finish in the top three and was surprised that I would be such a factor in the overall outcome."

Plessinger reiterated what Hatch said, and added: "It was hard to get traction because of all the whoops, which tired me out in the end. I knew if I got ahead of Steve I could hold him off for the win. It was a



*Plessinger and Ed Lojak took the lead right out of the starting blocks, and Plessinger was never headed.*



*One lap, and look how dirty he's gotten! Steve Hatch hunts for the leader through the fog.*

close finish, closer than last year, so I feel like I accomplished something today."

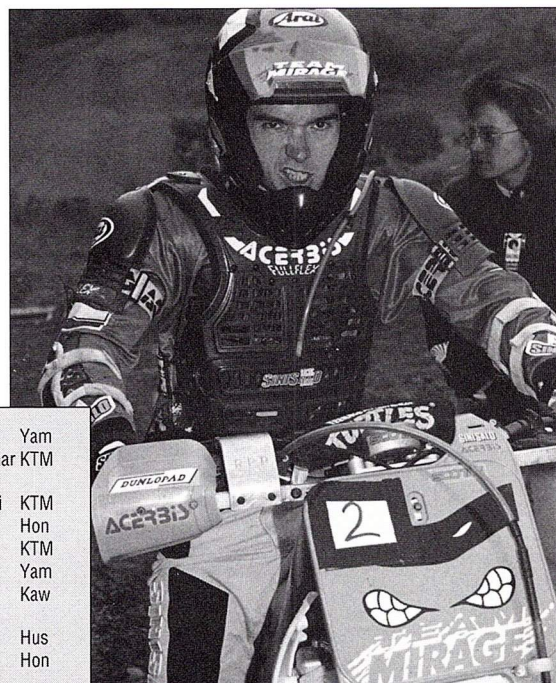
NETRA Hare Scramble Champion and Team Mirage/Dunlop/Arai/Sinisalo/Duralube/RPR/Scott and Tsubaki supported Tommy Norton managed to finish in the top five despite a multitude of crashes. "It started out pretty good, I was in the middle of that AA freight-train, but that's when the fun started. I crashed a couple of times but that second crash was pretty grim and bent my handlebars rather oddly. The course was a lot harder going this way than the other like last year (Norton finished third here last year), and the mud was very slippery, tough to get traction on. You were always making trail looking for some dry lines out there."

"With Conner DNFing today, that moved me into second with two wins and a second compared to Summer's, who has two wins and two seconds," said Plessinger once the mud had settled. "The next two races, Ohio and Pennsylvania, I won last year so I hope the momentum con-



*The woods were tight and dark. nobody would admit to having fun, other than the certified masochists.*

tinues from this win. The GNCC series was already won by Summers but I plan on fighting to the wire for this Championship. Summers



*Tommy Turtle and Cheri Alix came by, more to eat mud than risk a win. "My contract doesn't cover the Nationals, so this is just for fun." Some kind of fun, Tommy!*

#### Thunder Ridge National Top Ten Overall

1. Scott Plessinger (KTM)
2. Steve Hatch (SUZ)
3. Jan Hehnor (SUZ)
4. Jeff Russell (KTM)
5. Tom Norton (HON)
6. Frank Keegan (ATK)
7. Steve Leivan (YAM)
8. Chris Caplinger (ATK)
9. Jimmy Erikson (HUSBG)
10. Ed Lojak (YAM)

#### A 200

1. Chad Froman Kaw
2. Josh Lojak Suz
3. Chris McDonald Suz
4. Chris Firth Suz
5. Pat Calhoun Kaw

#### A 250

1. Shad Ricketts Kaw
2. Leigh Letellier KTM
3. Scott Martin Kaw
4. Brian Keegan Yam

#### 5. Andrew Smith Suz A Open

1. Chris Smith Hus
2. Dirk Ensley KTM
3. Ron Palermo Yam
4. Matt Spigelmyer KTM
5. Terry Gillilano KTM

#### A Four Stroke

1. Mark Hyde Suz
2. Jared Green Hon
3. John Oechsle Jr. Hon
4. Craig Hayes Hus
5. Kevin Hamaher Hus

#### A Senior

1. Joe Lojak Kaw

#### A Veteran

1. Tommy Harris Yam
2. Mike Meleski Hon
3. M. Lagomarsino KTM
4. Mike McCarren Yam
5. Roger Billharz KTM

#### A Super Senior

1. Emmett Cox Jr. Suz
2. David Fitzgerald Kaw

#### 3. Robert Caplinger ATK 4. Willard Root ATK

#### B 200

1. Scott Rich Suz
2. Douglas Weist Kaw
3. Mike Lyon Suz
4. Jeff Kirchner Kaw
5. Bob Ricketts KTM

#### B 250

1. Steve Vanetten Suz
2. Jeff Makela Yam
3. Jeff Congden KTM
4. John Danaher Hon
5. Rob Berlinger Jr. Kaw

#### B Open

1. Len Baltimore Hon
2. L. Huffman KTM
3. Mike McLaughlin KTM
4. Sid Turpin Jr. Yam
5. Dean DuBois Hus

#### B Senior

1. John Oechsle KTM
2. Gorman Smith Hon
3. David Verdetto ATK

#### 4. Jim Schmits Yam 5. Warren Primmar KTM

#### B Veteran

1. Robert Comalli KTM
2. Robert Harris Hon
3. John Bradley KTM
4. Bill Hall Yam
5. Rick Spinella Kaw

#### B Four Stroke

1. Daryl Grotton Hus
2. Fred Rozenich Hon

#### B Super Senior

1. Joe Arcesi Hon
2. Kenneth Balley Kaw
3. Tom Tearlsten Hus

#### B Women

1. Diane Comalli KTM

#### Intermediate Expert

1. Ed Ogden Suz
2. Harold Brown Hon
3. Steve Oechsle Suz
4. Kelly Baker Hon

used today as a throw-away ride and I'm sure he'll come back ready to fight. I just have to keep my head down and do it, and hope that history repeats itself in the next couple of races." □



# MOOSE PACEMAKER

Is six displays enough for you?

by Scott Wolfersberger

Welcome to the 21st century...well, almost. It's here now with the Pacemaker enduro computer. This machine will deliver six different bits of information about an enduro at the touch of a button. If you still can't find your way, better look for a different sport.

One of the great things about the Pacemaker

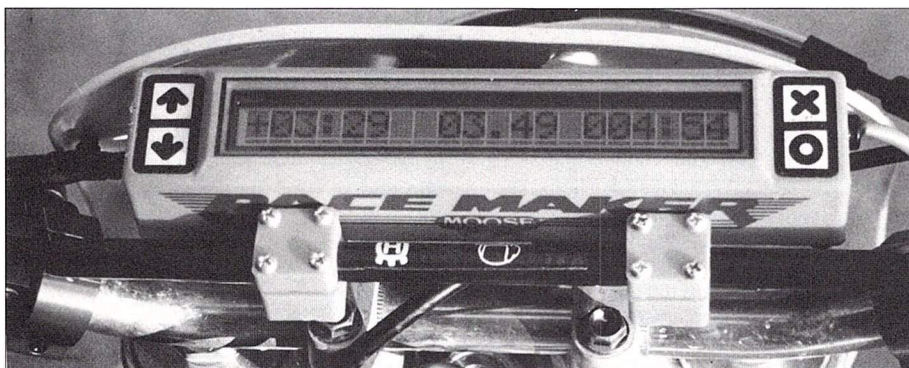
is it doesn't take a computer whiz to figure out how to program it. Basically, after the initial set up, all you do is plug in the resets and speed changes for the race. Make a mistake? No problem—it can be corrected later without having to go back and start all over. Programming is faster, straight forward, and easier to do than

any other enduro computer. A particularly good feature of this computer is the availability to use Brand X rules for those enduros so prescribed. You can also use the Pacemaker on ISDE Qualifiers to keep you on schedule, or a little ahead.

This way you don't have to ride like a maniac only to sit and wait 10 minutes at the next check, unless you want or need to.

Programming the Pacemaker can be a real time-saver. It can be performed anytime after you receive the enduro information. The information is stored in the computer memory until you need it or replace it. I found it advantageous to program it during the week prior to the race when I had time, and not on Sunday morning when there is a rush to get everything else ready and a mistake is quite easy to make and overlook.

Riding with the Pacemaker computer is the best part. Any three displays can be shown at



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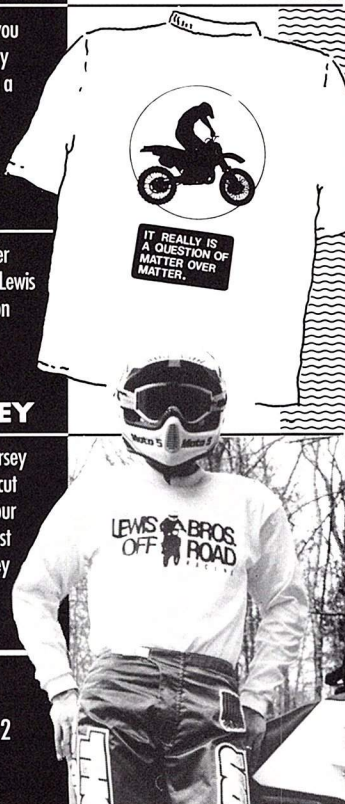
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one time in large digital form. You can display any combination of clock, odometer, total mileage odometer, speedometer, a computed distance (pacer) and two different comparators. One comparator shows the difference between your computed mileage and the odometer in distance. The other is the difference in time (plus or minus how late or early). I found the easiest set up for me was plus or minus on the left display, then, the clock in the middle (for zeroing the emergency checks) and the total mileage on the right hand side. At the touch of a button three totally different displays can be shown. For those who are confused easily, you can blank out all displays and just put up the one that you prefer. You see, the Pacemaker can be tailored to your own personal needs or desires. A true personal computer!

Also accessible is the Alternate Mode, where you can find out some pertinent and not so pertinent information. For example, top speed of the day, total distance you have traveled for the day, a check to see if the pickup is functioning correctly and a stop watch function is also available.

I found the new pickup and sensor unit to be a much better setup then the ones I've previously used. It's also much easier to adapt to any bike or situation. It worked flawlessly for the whole test period. The three AAA batteries lasted the whole test period, which was seven enduros. For some riders that's half the season! However, I would not recommend going more

than 3 or 4 enduros without changing the batteries.

Some things I would like to see for this computer is a rechargeable, semi-permanent battery that is charged via an external plug-in device. Also, there could be a better mounting system. The screws provided tended to strip out the plastic mounting brace.

While \$300 may sound like a lot of money, for what you get, it seems well worth it to me. The unit worked trouble-free for the entire test. It was easy to read and was fast and simple to program. Once the computer is started for the race, you never have to touch it again for the whole enduro. It will show everything you ever need to know about the race. If only it could make you ride faster! ☐

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# BEEHIVE ENDURO

Competition Dirt Riders know how to please a crowd

by Mark Uth, photos by Paul Clipper and Beth Uth

Mauricetown, NJ 8/30

**B**eehive Enduro—the most popular amateur motorcycle race on the east coast. Believe it or not, it's not as much of a stretch as it might initially sound. Granted there are events that draw bigger crowds and generate greater media hoopla, like the (now defunct) Unadilla USGP, that March madness held in Daytona, or (a moment of silence please) the Blackwater 100. More riders? Truly amateur? Not hardly. Just as sure as 90 degree heat and 90% humidity in August, CDR will be putting smiles on the faces of 600+ enduro riders. Few races anywhere, for that matter, could boast consistent yearly turnouts of this magnitude.

It's no big secret how they do it. A fairly well established course run on private lands that avoids race ending and/or body punishing obstacles. Also speed averages that permit even novice riders to card a couple of zeros more than the one marked by the starter, and great organization for rider and spectators alike. It's a win/win formula and a wonder that more clubs don't take the hint.

This year's contest went off without a hitch, despite the whopping 611 paid entrants that descended upon normally sleepy Mauricetown. For you statisticians, that turnout represents the second largest on record. Of those who started, 538 riders turned in cards at the end of the race. Thankfully, land use problems that lead to last minute scrambling prior to the '91 event were avoided this time around.

Once again, the Mauricetown fire department played host to the event. The fire house itself works just fine for the pre-race sign up and post race festivities. The only drawback are the well known limits to available camping and parking space in the immediate vicinity. None the less, the weekend's weather more than made up for any potential sniveling one might have had. Both Saturday and Sunday produced days with low humidity and below normal temperatures that rose into the high 80s by days end. The obligatory dust associated with the good weather was mostly negated by the light breezes that lasted through most of Sunday.

The terrain encountered during the enduro was classic Beehive. South Jersey flatland conditions applied, with terra firma of the gravely sand and hardpack nature; pine and deciduous forest, no water other than a few puddles, and some open pit action at end. The only bumps to be found were the braking bumps that quickly formed in the single track sections; as

advertised the ride was certified whoop-free. This is not to suggest the ride was not without its surprises. CDR started riders off with a tricky tech inspection loop, located in the reeds directly across from fire house, that caught many a rider. A welcome change, the club made use of higher speed averages on road sections to keep riders moving. This caused the ample road and open field sections to seem shorter.

The course itself consisted of three loops. Roll chart mileage was 101.8, whereas the actual land miles totaled up to a little better than 73. The mileage was pretty much evenly divided among the three loops, each averaging approximately 24 land miles. The morning loop consisted of two legitimate points taking sections. The first section was preceded by some fast woods roads that caused many riders to check in hot. The ensuing tight section ended with an emergency check at which all riders dropped points. A long reset followed this section, which by chance was located within sight of



All right, who tipped over the spectator bus! CDR took a stab at Delaware with a little vehicle cruising.



This section was a favorite with spectators and riders alike. A perfectly smooth creek bottom (at least for the first waves), with plenty of handlebar room and traction.





Marc Grossman rips up one of the mildly tight sections of the Beehive trail.

the first gas available. This lead to widespread confusion.

After the reset, the club inserted a start control for the remaining 3 mile "special test" section prior to the first gas available. Last year, the club included a similar loop finale during which there were no checks or observations. Many riders passed on that unintended "optional" section. This year the section was killer tight

with lots of turns and included the start control, an observation check and an emergency check for the final checkout.

Each loop was separated by a 20 minute gas available, both located in the same spot along Ramah Road. Loops 2 and 3 contained one each points taking sections; each points taker was preceded by a check in; however, some riders had trouble reaching the loop 2 check-in on time. The highlight of the mid-day loop was the Delaware-esque bus obstacle that had riders banging their bars on the backs of the seats. Additionally, the spectator sheet had riders wondering about the "sluice" section that turned out to be nothing more than a dry wash.

Arguably the nicest piece of the day was the PM loop points-taking section aptly named "Jost Country." Riders were again checked in, this time less than a mile out of the gas avail-



Hey, it's a desert out there! Jack Schwarz buzzes through one of the sand pit sections on the course, perfect for motoing.

able, and treated to a 3 or 4 mile section of trail that wound through deciduous forest dominated by tall laurel stands. After the subsequent reset, there was not another check until the final known control, some 20 miles or so. The loop culminated with the outdoor MX pit section that included more than a few jumps and drop-offs.

#### Beehive Enduro

##### Class Results

Jack Lafferty Jr. KTM 7

##### Grand Champion

Dale Hiles Jr. Yam 8

##### High Point A

John Camara Suz 10

##### High Point B

George Greer Jr. Hon 16

##### High Point C

##### AA

1. Fred Hoess Hus 8

2. Bill Atkinson Kaw 8

3. Mike Lafferty KTM 9

4. Mike McHale KTM 9

5. John Rogers Yam 9

##### A 125

1. Robert Provost Hus 16

2. Marc Gaertner Hus 16

3. Bob Agonis Hus 17

4. Perry Hodges Yam 18

5. Mike Samson KTM 23

##### A 200

1. Ed Hamilton Kaw 11

2. Robert Mohn Kaw 11

3. Craig Shenigo Yam 12

4. Keith McIntyre Kaw 12

5. Bob Aldakimov Kaw 13

##### A 250

1. R. Marciniwicz Kaw 10

2. Marc Grossman Kaw 10

3. Kevin Duffy Kaw 11

4. Richard Lafferty 11

5. Todd Reder Suz 11

##### A Open

1. A. Tomasello Hus 13

2. Dale Freitas Hus 13

3. Dean Spencer KTM 13

4. Ken Humphreys KTM 16

5. Martin Graver KTM 16

##### A Veteran

1. H. Stankiewicz Yam 10

2. Lou Camburn KTM 12

3. Cliff Tenney Yam 13

4. John Walaszek Yam 13

5. Eric Koeller Hus 14

##### A Senior

1. Wick Wickline Suz 12

2. Scott Wolf Yam 14

3. Jack Lafferty KTM 14

4. Rich Tompkins Kaw 15

5. Dan Stoppi KTM 16

##### A Super Senior

1. Pete Parlett KTM 16

2. Dan Van Driel Kaw 19

3. David Crum Hus 19

4. Wolfgang Kruse Hon 20

5. George Clickner Hus 21

##### A Four Stroke

1. Donnie Tomlin Hus 10

2. Pat Emmons Suz 12

3. Glen Gater Hon 14

4. Mark Young Hon 14

5. John Cushing Hon 15

##### B 125

1. S. Leatherwood Yam 13

2. Bill Adamchik Hon 14

3. Alex Camacho Kaw 15

4. Todd Geesey Hon 15

5. Chris Walaszek KTM 15

##### B 200

1. Bob Stein Kaw 14

2. M. Dean Spencer Kaw 14

3. Tim Shepps Kaw 14

4. John Castaldi Kaw 14

5. James Wright Kaw 15

##### B 250

1. Andrew Williams Suz 12

2. Keith Mahon Hon 13

3. Lewis Smith KTM 13

4. M. Vandenberg Kaw 14

5. Ed O'Flynn Hus 14

##### B Open

1. L. Gordon Suz 14

2. Louis Rizzatti Hus 14

3. David Jobes Hus 14

4. Kevin Kuenzner KTM 15

5. Scott Lewis Kaw 16

##### B Veteran

1. Lou Oswald Hon 12

2. S.t Crouch Jr. Kaw 12

3. Don McKeehan Kaw 14

4. Gene Garron Yam 14

5. Timothy Urban Yam 14

##### B Senior

1. John Cooper III Hon 20

2. B. Wilson III Yam 20

3. Richard Jacksic KTM 21

4. Wayne Robinson Hon 21

5. Mike Vanovich KTM 21

##### B Super Senior

1. Bill Wahl Sr. Kaw 21

2. Thomas B. Way KTM 24

3. L. Anderson Kaw 28

4. Ross Watson Hus 31

5. Ken Schaefer Hon 33

##### B Four Stroke

1. Jeff Focht Hon 14

2. Randy Ferman Hus 15

3. Brian Yurky Hon 17

4. Chris Cummings Hon 17

5. D. Testerman Jr. Hon 18

##### C 200

1. Doug Abramow Yam 19

2. Keith Munro Kaw 20

3. George Sigler Kaw 20

4. Gerald Peklak Kaw 21

5. Brian Sebaczko Kaw 21

##### C 250

1. Jack Baker Suz 17

2. Mike Malvasio Suz 19

3. Jody Pearce KTM 19

4. Dino Zulla Yam 20

5. Richard Myers Suz 21

##### C Open

1. W. Morris, Jr. KTM 20

2. Bill Southard Hon 21

3. Wayne Moreland Hon 21

4. David Critcher Hon 22

5. James Reber Sr. Kaw 22

##### C Veteran

1. Steven Mosley Kaw 17

2. Ray Ryan Hon 19

3. Jason Kahley Kaw 19

4. Ray Compari Kaw 20

5. Jim Crouch Yam 21

##### C Four Stroke

1. Bob Kirkpatrick Hon 22

2. Joe Sekellick Hbg 22

3. Bradley Barr Hus 24

4. Ron Lesnak Hon 25

5. Todd Heck Suz 26

##### Women

1. Kathi Cambell Kaw 20

2. Cathie McDowall Kaw 200

3. Lisa Lelli Kaw 60

4. Kimberly Jayne Kaw 77

5. Cathi Brooks Hon 115

##### Dual Sport

1. Peter Wright Jr. Kaw 29

2. Jason Reynolds Yam 36

3. Jan Bishop Hon 37

4. Martin Ferguson Hon 40

5. Todd Munro Hon 60

##### Vintage

1. Albert Durham Pen 21

2. Joe Adamitis Hus 22

3. Rick Cressman Yam 48

4. Don Mikus BSA 71

5. M. Sheitelman Rik 138

##### Teams

1. Team Hammer 50

2. CJCRC Good 56

3. Hammer Too 60

4. RORR Rip-n-Tear 60

5. Meteor #1 61





Dale Freitas breaks trail in a tight section. He missed first in class by seconds over Anthony Tomasello.

trophy. In the B class, 250 rider John Camara claimed the High Point prize with a 10 card and 2 point margin of victory. Finally, George Greer carded 16 while riding a CR250 and edged out several 17 point challengers for the High Point honors within the C Class. Although he didn't finish in the money, special recognition is deserved of C250 rider Chris Crum, who competed in the event (and finished!) riding a Husky specially modified for one-armed operation. Chris lost the use of his right arm in a car accident a little more than a year ago, but he doesn't let it get him down. Hats off to him!

CDR has been historically generous with trophies and prizes, and this year was no exception. A whopping 184 trophies were up for grabs, which equates to roughly one trophy for every three riders! All riders were supposed to get finisher ribbons as well, but Trailboss Gene Jost advised us that the huge turnout even caught them by surprise in

that the club actually ran out of ribbons before all finishers reported in. Gene asked us to extend their apologies to those who missed out. There were no serious injuries during the event nor were there any troubles with rangers, police or other bike bashers. In all, we heard nary a complaint of the ride and beaucoup compliments.



Ask just about anybody why they come to Beehive and you'll get the same answer: No pressure, big fun.

gency awards.

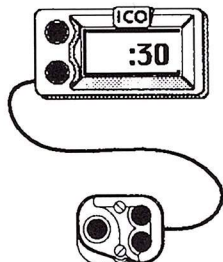
None the less, riders that had their day in the sun include Grand Champion Jack Lafferty, Jr. who piloted his KTM 250 to an unequaled 7 score for the day. Jack doesn't seem to have been slowed much by that foot injury earlier in the season. In a bit of an upset, Dale Hiles, Jr., riding a YZ125, smoked the rest of the A class by 2 points and was awarded the High Point

If success of an event is judged by its popularity alone then Beehive is once again tops in its class. A well deserved thanks is owed to all CDR members, family and friends as well as the Mauricetown Fire Department. ECEA members that missed this race (if any at all) should surely plan for the pilgrimage next year. □

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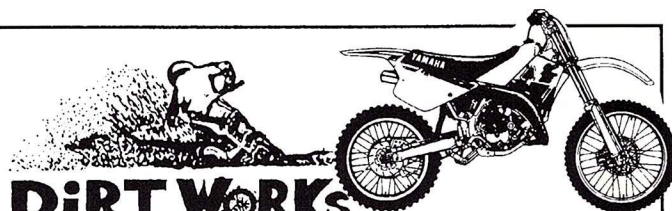
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# TRAIL RIDER TOOLBOX

by Mark Uth

## Home Cooked Rollcharts

You'd be hard pressed to find anyone that thinks racing enduros is a great bargain these days. AMA membership is pushing \$30 a year, and event entry fees are quickly approaching that level. That's not to mention the \$4000-plus costs for new enduro mounts, replacement parts price hikes, or the costs of various time-keeping equipment. Many racers have thrown in the towel with the statement "Enough's enough!"

The bossman here at *Trail Rider* keeps us on a pretty tight budget as well. Jart Charts might only cost 5 bucks a pop, but when you add that up over the season's duration, you're talking more than \$100 to be spent (or saved). That's some serious beverage money. Being the born-again computer weenies that we are, the problem has been attacked with software with surprisingly good results (better living through software?).

Since the majority of racers these days use enduro computers, the graphics (read: legibility) of a roll chart has become less important. No more glancing between the roll chart, odometer and watch all while traveling at the verge of control. Now more often than not, roll charts are used at resets, other stoppages, or while putting down open road to look ahead at what the course may have to offer. Consequently, a chart printed in common courier (pica) size type with some basic font enhancements suffices nicely.

We've experimented with several different methods of producing route charts with your basic PC and come up with some instructions and/or guidelines which may be useful to the thrifty among us. Right off the start, however, there's two potential software approaches that must be decided upon. A word processing program that permits calculations may be used (such as Wordperfect), or spread sheet type programs (like Lotus 123) will work. Word processors are good because they permit a greater variety of fonts and type sizes to be used in the final product. Lotus and other spread sheets are, however, more adept at handling numerical repetitions and calculations. Either way will work and as with many software questions it basically comes down to personal preference.

A few words of caution. If you don't know how to use a PC or are unfamiliar with the types of

software used, this probably isn't for you. Instead, find a riding buddy who does, and get him or her to print you out an extra copy. Secondly, this is a classic case of getting out what you put into it. Great care must be given to entering, checking and double-checking data. Be forewarned, common graphics enhancements to the chart are usually more time consuming than the actual chart preparation itself.

What follows is a generic step by step instructions on how to prepare a basic enduro roll chart. Accompanying the narrative is an actual example of how the sheet looks as its being put together, with some notes to help you along.

### Step 1: Format The Worksheet

I use a 6 column format, call them columns A through F. Column widths are as follows: A (mileage) - 5 spaces, B (space column) - 3 spaces, C (speed) - 4 spaces, D (space column) - 1 space, E (hour) - 4 spaces, and F (minute) - 4 spaces. Column A should be formatted to permit 1 decimal place; all others, no decimal.

### Step 2: Enter Starting Data

Enter the speed, time, and mileage at keytime onto line 1 of the sheet. Column A should read 0.0, column C the starting speed (i.e. 24) and column E & F, the keytime; hour and minute (i.e. 8:00). Copy the speed onto line 2 as well.

### Step 3: Enter The Math Formulas

Enter the formula "+F1+1" into line 2 of column F for the calculation of subsequent minutes. This means that whatever the previous minute was, add 1 to it to determine the next minute. Next enter the formula for the calculation of the mileage onto line 2 (Warning: Algebra alert!), use: "+A1+(C2/60)". Copy the contents of line 2 onto the next 300 or so lines. You can erase any extra lines later.

### Step 4: Edit The Speed Changes

Review the pre-entry sheet to determine at what mileages speed changes occur. Starting from the top, work your way down to find the mileage for the first speed change. In column C on that line, enter the new speed. Copy this new speed into column C for the next 100 or so lines.

Note that as the new speeds are entered the software automatically recalculates the corresponding mileage. Repeat this process for each speed change. Check the pre-entry sheet carefully to confirm that each speed change occurs at the proper mileage--if it doesn't match you've made a mistake somewhere.

### Step 5: Edit Hours And Minutes

Although a formula could be written for the change of hours and minutes, I've found that this simple task is easily accomplished manually. First, go down the minute column (F) of your chart. Every place you see a minute 60, enter in place of it 0. The formulas will automatically correct subsequent minutes. Repeat this process, working top to bottom. Now it's time to manually enter the hours. Starting from keytime, for the next 59 minutes, enter the first hour (i.e. 8:). Repeat this process at each change of the hour.

### Step 6: Enter Resets (or Other Notes)

This is where it gets a little tricky. As a precaution, I copy the chart created thus far directly to the right of the working chart (see sidebar), and call it my reference chart. In spite of any editing changes you might make, this chart will retain the proper mileage versus minute calculated earlier. This will save you a lot of grief later; refer to it when confused.

Again review the

pre-entry sheet, this time to determine the mileages at which resets occur. Working from the top, find the mileage for the first reset. Insert some blank rows (I usually use 6) right after the beginning mileage for the reset. Be advised that resets seldom occur on even minutes. These rows should be inserted for both the working chart and the reference chart to the right. In the working chart you'll want to erase the lines for minutes that pass during the reset, but before you do this you must fix the minute and mileage for the first line immediately after the reset. To do this, replace the formulas on this line, **only**, with the actual mileage and minute. For instance, if the reset is from 0.5+ to 3.0 (see sidebar), you'll note that the next even minute (8) is at 3.2 miles. Go to that line and enter 3.2

HOMEROY						NOTES:					
ROLL CHART						Column A - Mileage					
GREEN SLIME						Column B - Space					
ENDURO						Column C - Speed					
7 JUNE 1992						Column D - Space					
						Column E - Hour					
						Column F - Minute					
WORKING CHART						REFERENCE CHART					
START SPEED START						START SPEED START					
A	B	C	D	E	F	A	B	C	D	E	F
0.0	24	8:			0	0.0	24	8:			0
0.4	24	8:			1	0.4	24	8:			1
						0.8	24	8:			2
						1.2	24	8:			3
						1.6	24	8:			4
						2.0	24	8:			5
						2.4	24	8:			6
						2.8	24	8:			7
3.2	24	8:			8	3.2	24	8:			8
3.6	24	8:			9	3.6	24	8:			9
4.0	24	8:			10	4.0	24	8:			10
4.4	24	8:			11	4.4	24	8:			11
4.8	24	8:			12	4.8	24	8:			12
5.2	24	8:			13	5.2	24	8:			13
5.6	24	8:			14	5.6	24	8:			14
6.0	24	8:			15	6.0	24	8:			15
6.4	24	8:			16	6.4	24	8:			16
6.8	24	8:			17	6.8	24	8:			17
7.2	24	8:			18	7.2	24	8:			18
7.6	24	8:			19	7.6	24	8:			19
8.0	24	8:			20	8.0	24	8:			20
8.4	24	8:			21	8.4	24	8:			21
8.8	24	8:			22	8.8	24	8:			22
9.2	24	8:			23	9.2	24	8:			23
9.6	24	8:			24	9.6	24	8:			24
10.0	24	8:			25	10.0	24	8:			25
10.4	24	8:			26	10.4	24	8:			26
10.8	24	8:			27	10.8	24	8:			27
						11.2	24	8:			28
GAS AVAILABLE											
10.8	24	8:			11.4						
11.6	24	8:			29	11.6	24	8:			29
12.0	24	8:			30	12.0	24	8:			30
12.4	24	8:			31	12.4	24	8:			31
12.8	24	8:			32	12.8	24	8:			32
13.2	24	8:			33	13.2	24	8:			33
13.6	24	8:			34	13.6	24	8:			34
14.0	24	8:			35	14.0	24	8:			35
14.4	24	8:			36	14.4	24	8:			36
END AT 14.4						END AT 14.4					
KNOWN CONTROL						KNOWN CONTROL					



in column A and 8 (the corresponding minute) into column F in place of the formulas. On your working chart, you can now erase the lines that fall within the reset mileage, and enter the note "RESET 0.5+ TO 3.0". If you make a mistake and erase lines before fixing the line after the reset, the reference copy you made will set you straight. Repeat this process for each reset, while checking to see that the mileages and times continue to match those of your reference copy. Use this same process for gas stops or gas availables. Other notes such as possibles or turns may be added by simply inserting blank rows and then typing in the appropriate message. The final known control and race end can also be indicated.

#### Step 7: Printing

There's lots of different printing options, but what you'll probably use is whatever you have available. None the less, there are a few tricks that we've learned that might ease the process.

To begin, the final roll chart can't be too wide or it won't fit into standard roll chart holders. I've found that a 2" width works nicely, although it's a little thinner than Jarts. This lessens the likelihood of the chart binding up due to my incessant rolling back and forth. If you're making extra charts for your computerlessly challenged riding buddies, 3 or 4 charts may be spread across the same page to save on paper. After printing, a large paper cutter eases the process of cutting the sheets into individual charts.

If you're working within a word processing program, many such as Wordperfect, permit the fonts to be changed prior to printing. This will produce charts that look like the real thing, but is a time consuming trial and error process to get the sizing right. Lotus charts can be printed directly from that program in standard fonts for a fairly basic looking final product. Another option is to work in Lotus or other spread sheet program and then import the spread sheet into a word processing program. The desired changes to type size and spacing can then be incorporated. Be advised though, that not all word processing programs are completely friendly to Lotus. You'll have to try it and see what happens.

Dot matrix printers that use continuous feed paper are good because there's no hassles with connecting various strips of paper. However, I still go back and scotch tape the perforations to ensure the chart doesn't come apart. Many printers have variable fonts; my Panasonic dot matrix has a neat Bold PS font that really improves readability, without going through the hassles of changing the font prior to printing. Various laser printers offer nearly unlimited variations in fonts and sizes, but will require individual sheets to be taped together. Again, personal preference rules.

#### Step 8: Relax

The first time you go through this process, expect it to take a couple of hours to get everything right. Add to that a potential time constraint (for those who wait until Saturday evening to start) and you could have a first class computer generated headache on your hands. Rest assured, after you perfect the process, it's fresh loam from there on in. □

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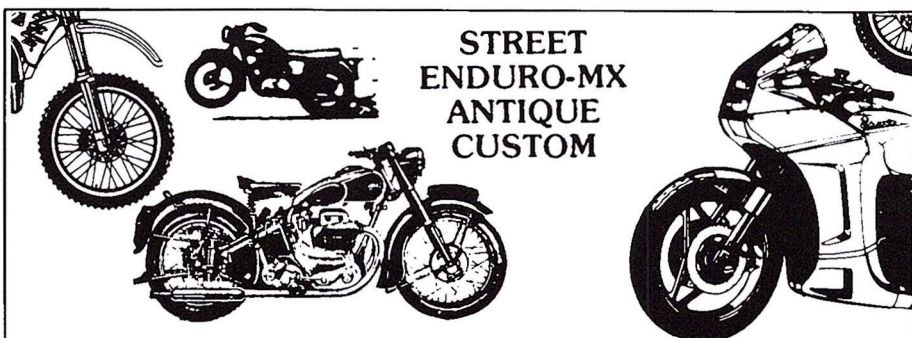
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# Roll Chart Holders

Once you have it printed, what do you do with it?

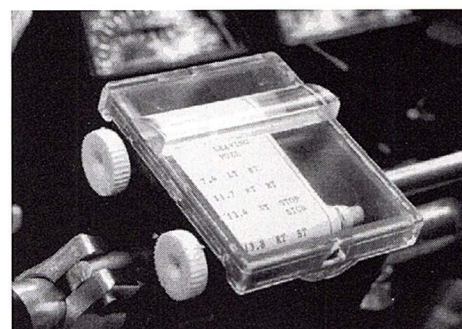
Okay, so you have your roll chart all printed out...or, you're completely frustrated with the computer and you wound up writing it all out in marker pen on adding machine paper (ah, the good old days!). Or, you've given up all hope, thrown away your calculator, and decided to buy a Jart Chart at the event (excellent choice; one us lazy slobs here use often). Regardless of how you produced it, now you've got to find a way to carry the roll chart around, and actually be able to read it while you're riding.

In the old days (the Ed Hertfelder era), they used to wrap the adding machine tape around a beer can mounted on the handlebars. Beer cans were very easy to find back then—they were made of stout tin and completely covered the sides of the roads. Nowadays, with littering being politically incorrect, you'd be hard-pressed to find a tin can alongside the road...they're all aluminum *bags* now!

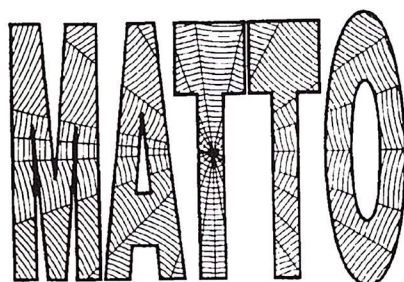
No, forget about the old methods. The two roll chart holders illustrated here represent the state of the art in timekeeping scrolls; and if you want the least amount of hassle, either one is what you'll be shooting for.

At the top of the page we have the Link Racing roll chart holder. Available with a magnifying top or non-magnifying (shown), the Link roll chart holder uses a separate roll-holder sub assembly that slides into the case and screws tight against the end cap with a nylon wingnut. This kind of design is great for rainy mornings, when you have to put your equipment together huddled in the truck. The Link Roll Chart Holder is available from a number of *TR* advertisers at a little under \$30, or you can call them at (203)783-1516 for availability or dealer information.

The roll chart holder in the lower photo is made by Enduro Engineering. It features a large non-magnifying top with a one-line magnifying section built-in. The top snaps on firmly, and *will not come off* while you're riding—as a matter of fact, you'll probably need to pry it off with a screwdriver! The rollers are fixed inside the case, so you'll have to protect it with an umbrella if you need to load it in the rain, or load the whole unit in the truck then mount it on the bars. The unit retails for \$22.95 direct from Enduro Engineering, and you can call them at (517)393-2421. □



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# "Bold New Graphics and a Whole New Machine!"

What's available for the new year

by Paul Clipper

One of the secret code phrases in this business is "Bold New Graphics." I think it was a term started by Honda in the late '70s, and it was used to describe the most stunning feature of a machine that was completely unchanged for the new year. Being the creepy, insensitive lot we are, the motorcycle press picked up on the term and abused it past the point of lunacy, and now Bold New Graphics—or the more concise acronym "BNG"—has become standard terminology in the business.

It works like this: Press person talks to company rep, asks about changes on certain model for new year. Company rep acknowledges model name, then just says "BNG." or "Just BNG." We all know what it means.

1993 will be an interesting year. Lots of bikes have been changed, many with improvements that will blow your mind, and quite a few are just BNG for '93. One thing is for certain: this year's prices will probably knock you over backwards. All of the most desirable 250cc and Open class bikes are well over \$4000, and both Husky and KTM have models with suggested retail prices just under the \$5000 mark. More than anything else, the reason for this huge hike in '93 is the exchange rate. The American dollar just isn't worth what it should be overseas, and manufacturers are scrambling to keep up with it, as well as anticipate what will happen over the course of the year.

But this is what the business is offering in '93, BNG and all. Read and enjoy, then ask your dealer what the damage will be. And you know it's worth it, whatever the cost!

## Suzuki

The big news this year is on the RM series MX machines—the RM80, 125 and 250. All three have received a new suspension system, chassis changes and engine refinements to scramble for the lead in the MX wars. Dual sport folks will appreciate the new DR250ES—the "ES" means electric start, and that's exactly what it has. Aimed at the entry-level, really casual rider, the ES is seen as a real draw to people who are hesitant when it comes to kicking over a motorcycle. Too bad they didn't do it to the DR350S. Both the DR350S and 650S remain unchanged for '93 (BNG!), and there are no changes to the dirt-only DR series. Apparently, the DR250S is still available as a kickstart only model, as well.

## Yamaha

Again, the motocross machines have received the brunt of the updates, with a lot of new engine features on the YZ125 and 250. A new YPVS power valve and exhaust porting, as well as a redesigned combustion chamber have helped drag some more horsepower out of the venerable YZs. To complement the porting changes, a new airbox and filter will help you pump more air in. Yamaha has also increased the size of the YZ radiators 14 percent, and

beefed up the clutch with eight friction plates rather than seven. New spring rates on the clutch springs add up to an effectively lighter clutch pull.

They also redesigned the YZ frame to make it more rigid, and claim to have made it lighter in the process. Good for them! Suspension has been revalved, and the brakes have been refined on both YZs.

The YZWR250 and 500 have been BNGeered for '93; everything we said about them this year will



*Yamaha's entire YZ MX line has been redefined for '93 in an effort to dominate the motocross world this year, but here scramblers will enjoy the benefits. Suzuki's DR250ESP is a major concession to the entry level, with electric starting in a mellow street-legal package.*



still apply. Sadly, the WR200 has been dropped from the line. Sales were not all that good on the smallest WR, and apparently it had trouble competing with the KDX200 in price. We'll be sorry to see it go.

#### Honda

The XR650L is the all-new Honda dual sport this year, but since it was introduced in, what, July? June?, everybody knows about it. 650cc single, about as light as you can expect, electric start, typical Honda quality. There's nothing new on the '93 XR250L except graphics, so that means the '92 we just took delivery of will still be current for another year—look for a test/trick-out in an upcoming issue.

The dirt only XR600 has received a new front axle, but whether it means a new wheel hub or not is a moot point. The XR250 has wider (front to back) footpegs now, which is the sound of music to all us flat-foots. The big XR news is the reintroduction of the basic XR200 and XR80. These were both best sellers at Honda, and a lot of us in the business were surprised when they were discontinued a few years ago. The 200 uses Honda's basic 2-valve 198cc four-stroke engine and carries a \$2499 entry-level price. The XR 80 now has an electronic ignition, and is the greatest kids beater bike of all time.

The XR100 is still in the lineup, but unchanged for the new year.

Motocross fanatics will appreciate the CR improvements, and they will also be welcome to off-roaders who prefer a modified MXer. The CR 500 now has a higher fifth gear, and a bigger step between fourth and fifth. Both the 250 and 500 have had the suspension revalved, while the 250 also received a whole new shock. New comfort details abound on both bike, including wider footpegs, different seats and controls. The 500 engine appears to be unchanged, the 250 has revised porting for more horsepower—as if it needs it!

The CR125 received new intake details and porting, as well as exhaust system changes to release more power from the small-bore engine. Honda claims the frame and rear shock are new, and the forks are revised for the new year. The CR125 body work is almost entirely interchangeable with the CR250.

#### Kawasaki

For the past couple of seasons the KX perimeter frame has been all the buzz on the KX125 and 250; this year the same frame has been lightened. New carb specs and porting help the horsepower output, and the KX250 now uses the KIPS power valve. Both the 125 and 250 have had their crank weight lightened, which to our mind means a heavier accessory flywheel is even more necessary than usual. The KX500 is basically unchanged.

Kawasaki's all time best selling dirt bike, the KDX200 is going with just one change this year: now it will come fitted with 41mm inverted cartridge forks. This should help the rigidity and handling of the KDX, and dress up a package that has enjoyed considerable success over the past decade. The KDX250 is essentially

unchanged for '93.

#### KTM

Compared to the competition, KTM has an ambitious lineup this year. Four different model lines make up the package: the motocross-only SX, the enduro E/XC, the off-road/moto M/XC, and the four-stroke LC4 line. The styling changes are obvious, but not so apparent is a

whole new frame and rear suspension on the 250/300 machines. There's a 20mm longer rear shock on those bikes, moved further forward in the frame for better centralization of mass. The WP4057 forks are re-valved for '93, and there are extensive porting and top-end changes for increased horsepower. The 250 also has a heavier crank, while the ignition has been made



*Honda's XR200 is a welcome addition to the '93 line, since entry-level machines have hit an all-time low in the past few years. The KTM 300 comes to these shores with many minor improvements making up a brilliant machine, and the KDX 200—what should we call it, the Most Popular Dirt Bike of All Time?—is re-introduced with inverted cartridge forks.*



lighter on the SX model.

The 125cc machines have received a new gearbox and clutch; the end result is a lower clutch pull and easier shifting. There are minor enhancements to power and handling on the 550, and we'd expect different suspension valving on every model in the line.

There are no actual specification on the new LC4 machines yet, but four-stroke fans are waiting breathlessly for the 400LC4, KTM's new production version of the bike that won the Six Days and Enduro World Championships this season. It is supposed to be incredible, but we'll have to wait until at least January for the 400 to be released. The 600 has received a bigger engine and more horsepower, and there's a strong rumor that street-legal versions of the LC4s will be available in late '93.

#### Husky

Cagiva North America continues to confuse the market, by slimming down their model line even further. This year, you will be able to buy a 250cc or 360cc two stroke in enduro trim, or a similarly set-up 350 or 610 four-stroke. No doubt, these machines are the best in the Husky line, but we can't help but wonder why they have dropped the 125 from the line and still refuse to import motocross bikes. A motocross machine makes a dandy hare scrambles mount, and the 125 is a consistent seller...and an excellent bike. Oh well....

The 250/360 has received a myriad of minor detail changes. A shorter wheel base due to a

shorter swingarm, new linkage, valving and shock shaft in the rear, and forks pulled in a half-degree. The forks now feature an external preload adjustment, which should help people who'd like to quickly soften the preload for rocks, and go back up for sand. The bikes also have larger footpegs, new chain guides, and a frame-attached sidestand. New porting and exhaust sealing promise more horsepower, and the 360 now uses a two-piece exhaust valve and a whole new cylinder. Both bikes use a double-wall exhaust pipe that is said to be



much quieter than the '92 pipe.

The 350/610 four strokes will receive all the frame improvements listed for the two-strokes, and the 350 will receive new cylinder head parts for greater reliability and better power.

So that's it for now. There are a number of specialty manufacturers who are still going strong, such as ATK and Husaberg, and we'll report on what they have going for the new year in an upcoming issue. For now, look, learn, wish and wonder. The bikes have never been better, and it's a great time to go riding! □



Husqvarna has slimmed down their models line, while spending a lot of time ironing out the rough edges on the '92s. It's a very competitive, exclusive machine.



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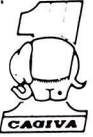



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# TEMPLE MOUNTAIN

A fine race in a wicked mudhole!

by Cindy Lemere, photos by Jay Chittenden

## Temple Mountain, NH 8/9

This year saw the debut of the first NETRA sanctioned hare scrambles at Temple Mountain, New Hampshire, with an attendance of 316 riders. For those of you not familiar with Temple Mountain, it is usually operated as an alpine ski area. The mountain itself offers a great variety of terrain such as off-camber trails, tight woods, tall grass in which is hidden numerous large rocks and tree stumps, some steep slopes and winding dirt roads. Besides having to deal with what the mountain could throw out, Mother Nature decided to deal her hand in by unleashing buckets of rain all day long and fog so thick that it could have only come straight out of the movie "The Fog." This led up to about one mile of the course being cut for safety's sake and the remainder being one big swill hole. A lot of the riders took advantage of this by roosting their fellow competitors to their hearts delight.

The Merrimack Valley Trail Riders, led by their trail boss Jim Nash, managed to figure out just how to benefit from these ideal conditions by laying out a pretty technical trail. Right at the beginning you waited in a mudhole for the start which then funneled down to a steep muddy incline. This incline proved to be the worst part of the race for most of the riders. From here the course meandered around the bottom of the

mountain through a lot of mud and ruts, through a real tight woods section, and up and down the mountain a few times. Going down the mountain wasn't so bad; you just let off the gas and slid on down, but the up section was another matter. The mud was so slick that if you didn't make it up the first time you had to turn around, go back to the bottom and start all over again. There was a dirt road that wound up to the top and this was the only part where the riders could manage to pick up any speed.

The precarious part really started as the riders plunged back down on an off-camber trail which ended up in a large muck hole in front of the main lodge. Most of the estimated 1000 spectators had gathered here to watch the riders become hopelessly encased in mud. More tight woods riding followed, back down a well-rutted fire road, around the pond and back to the start. The crew at the barrels had the messy job of removing inches of muck from the helmets to read the numbers.

The Minis, Juniors and Women ran the first race of the day. They especially had a risky time cutting through the tall grass, never knowing where the next rock lay. All the

rain combined with the mud helped to keep speeds at a minimum. Diane Comali took the Women's class, Matt Simon the Juniors and John Gosselin the Minis.

The Novice class came next and if the start was any indication of what was to come, most would have called it quits right there. The only



Dennis Tripp and John Towslee start the battle well before the first turn.



Robbie Cousalati flings some mud during the 250 Novice class race.



Vet Novice rider Art Bizanchek gets on the gas past the ski lodge. The fog was brutal!



line to successfully get away without any crashes were the Vets. The major complaint of the Novices was not being able to go fast enough, which made for a lot of bottlenecks at the bigger swillholes and ascending trails. Tom Norton (not the turtle), who finished first in the 200 class in his third time out, said he had never seen so much mud in one place and the Novices were having a hard time maneuvering in it. Todd Levesque ended up overall for

the Novices.

And last out were the Amateurs and Experts. The Amateurs fared little better at the start than the Novices. The first line out was the AA class. Tom Norton (yes, the Ninja turtle) got a last place start, but this didn't seem to slow him down, as only a few miles into the race he was in first place and hung on to take the overall. When asked about his slow start, his comment was, "I should start last more often, it makes

me meaner."

Robert Speroni overalled in the A class and Jason Mahan took the B class. The only class that kept us in suspense till the end was the Vet Expert. Ron Stavens and Phil Lemere battled back and forth through the entire five laps with Stavens finally deciding it when Lemere went down and just couldn't scramble back fast enough.

Dale Quarterly, whose claim to fame is a national AMA road racing number, decided to try his luck out on a dirt bike. Dale, riding his Husky, managed a third in the Open B class.

The Merrimack Valley Trail Riders also sponsored a parent/child ride the day before. There were 86 riders and all proclaimed to have had an enjoyable day. Weather conditions were sunny, warm, and there was a wonderful panoramic view from the top of Temple Mountain. Tom Norton (the Ninja turtle) showed up for autographs and gave out toys to the children.

A big thank-you to Sandy Enequess and his crew from the Temple Mountain Ski Corp. This event could not have taken place without his okay and the support given to us by the crew. We hope to make Temple Mountain a part of the NETRA schedule for 1993. And thank you's also to American Honda and the local Ford dealerships for donating \$400 towards advertising and T-shirts.

All in all, the weekend happenings proved to be two good events that ran smoothly and were considered a great success by most. Hats off to the MVTR. □

#### NETRA Temple Mountain

##### Hare Scrambles

##### Class Results

Tommy Norton Hon

##### Overall High Point

Robert Speroni Hon

##### Overall A

Jason Mahan Hon

##### Overall B

Todd Levesque Hon

##### Overall C

##### AA

1. John Towslee KTM

2. Dave Gunn Kaw

3. Rick Claxton Kaw

##### A 125

1. Steve Formanek Kaw

2. Paul Blaquart Kaw

3. Bruce Wilcox Yam

##### A 200

1. James Burns Yam

2. Kevin Soboleski Kaw

3. Luis Colom Kaw

##### A 250

1. Jerry Madore Hon

2. PJ Peculis Suz

3. Wes Clark Hon

##### A Open

1. Patrick Timothy KTM

2. Brad Rothman Hon

3. Brian Miranda Hon

##### A Veteran

1. Ron Stavens Kaw

2. Phillip Lemere Hon

3. Gary Wolverton Kaw

##### A Senior

1. Al Desrosiers Suz

2. Jerry Randall Hus

3. Dave Kelly KTM

##### A Four Stroke

1. Dave Carlson Hon

2. Scott Baker Hon

3. Kevin Monahan Hus

##### B 125

1. Robert Judson Hon

2. Jim Padeni KTM

3. Mark Saunders Suz

##### B 200

1. Eric McEachern Yam

2. Jeff Martin Kaw

3. Mike Andesse Kaw

##### B 250

1. Chuck Brown Kaw

2. Brooks Hamilton Yam

3. James Stearns Hon

##### B Veteran

1. Jim Myrick KTM

2. R. Larson KTM

3. Bob Comali KTM

##### B Senior

1. Rick Hesser Kaw

2. Roger Shultz ATK

3. R. Landry Hon

##### B Four Stroke

1. Adam Florczak Hon

2. Ken Niewiera Suz

##### B Super Senior

1. Jeff Proctor KTM

2. D. Verdetto ATK

##### C 125

1. Jason Naylor

2. Dennis Anderson Suz

3. Doug McKinnon Kaw

##### C 200

1. Thomas Norton Kaw

2. Mike Miclette Kaw

3. Don Crane Kaw

##### C 250

1. Donnie Christopher Hon

2. James Roberge Kaw

3. R. Carpenter Yam

##### C Open

1. G. Giamarre KTM

2. G. Gingras Kaw

3. Todd Toothaker Hon

##### C Veteran

1. Paul Robenius Hon

2. G. Lanoto Kaw

3. G. Leary Kaw

##### C Senior

1. John Millett Yam

2. Al Walter KTM

3. A. Fagen Hus

##### C Four Stroke

1. John Fuchs Suz

2. Phillip Hoar Hon

3. Robert Sautheson Hon

##### Mini

1. Jon Gosselin Suz

2. Josh McLevy Kaw

3. Luke McNeal Suz

##### Junior

1. Matt Simon Suz

2. John Cahill Suz

3. Jake Davenport Yam

##### Women

1. Diane Comali KTM

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# VFTR MARSHLANDS HARE SCRAMBLES

## Cross Country Dreams

by Robin Hoover, Photos by Jim Moore

Nantmeal, PA 6/21

Imagine waking up one Sunday morning, sipping down a cup of your favorite java, stepping out your back door to climb on your bike, and riding your dream hare scrambles for the next two hours. Well, thanks to the limitless generosity of VFTR member in great standing, Jim "Mud" Moore, over 200 ECEA and D-6 motorcycle, quad and mini racers enjoyed just that treat on June 21.

Mud's extraordinary property made for an equally extraordinary hare scrambles course of almost five miles. Riders had to deal successfully (or not!) with a motocross grass track, tricky off-cambers, woods, ponds, roots and plenty of mud (remember where the course was?). Scenery and technical challenges added up to a demanding race for all, and a rewarding race for class winners and trophy getters. A beautiful course, a sunny day and a bike that won't break are all we ask for anyway, aren't they?

As the winning riders were able to put in



*The mud was a little deep in places, and it wasn't unusual to see a little dog-paddling. If it wasn't for the rain, it would have been a great run.*



*There was this one hole that caught it's fair share of riders.*

around ten laps, it seems the time for one circuit averaged fifteen minutes for the field. Out of the gate, Mike Lafferty pulled a holeshot that he was able to hold for a couple of laps. Passing him and winning the overall by quite a margin, Chris Smith (of ISDE fame), certainly seemed to have found the technique to get around the slippery course the fastest, despite getting a bit loose and weird climbing his Husky up "the wall" towards the end of the race. One battle of note that held spectators' interest was between Jack Lafferty, Jr. and Danny Nensteil. Jack Jr. was leading most of the race, but crashed it away; Danny took over but decided to crash too, and them stormed back only to get nipped by a second at the finish barrels. Good racing.

All thanks and praise should go to Jim and Joan Moore for the use of their lovely property, the Turk for his trail bossing and subdued organizational skills, Tom Wheeler for being the best a referee can be, Spock, Nick, Jimmy B., Art Raoul and everyone who came

## The "Suburb" Dual Sport

Valley Forge Trail Riders  
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dual sport *anywhere*

by Paul Clipper

Ottsville, PA 7/12

The most amazing thing about the VFTR dual sport wasn't the ride, it was *where* we were riding. The event started in Ottsville, which is more or less on the edge of farm land. As we dressed and prepared to leave, I was convinced that we'd hang a left and head north, further away from the Philadelphia suburbs that intruded to the south and east of us. The neighborhoods in question were the more exclusive areas of southeastern Pennsylvania—Uhlerstown, Erwinna, Tinicum Township—a land of mansions and "Gentleman's" farms, and large estates of the deep pockets variety. Just south of this is the tourist/yuppie sanctuary of New Hope, and not much farther south lies Philadelphia itself.

So we were more than surprised when the club pointed us straight into the belly of the beast and turned us loose. It really is a pretty area of Pennsylvania, and I can see why a lot of people want to live there. A *lot* of people. We cruised through veritable housing developments, past huge mansions and country houses, through a token farm here and there, and then doubled back into another direction. The course corkscrewed around so much at one point we were in grave danger of crashing due to dizziness.

There was a hero section as well; a short piece of trail that was made difficult by the mere fact of rain. Slick topsoil and dual sport bikes is an interesting combination, but not nearly as interesting as slick topsoil and a Honda CL450 shod with cheap dual purpose tires. Two of our riding partners were so equipped, one with a CL450 and the other with a 360. Without a doubt, these bikes are only comfortable upside down in the mud. Definitely entertaining to watch.

Most of the riding consisted of paved back roads and dirt roads, and some of the dirt roads were really neat. My only concerns surfaced after we passed one house four times, no lie, from four different directions. I tend to like events that make one giant loop, never crossing its path, but I have to hand it to Valley Forge for wedging all that riding into such a small area. We covered about 80 miles, and I swear we did it in a fifteen square-mile area.





*The dual sport ride was considerably more mellow than the hare scrambles.*

out and pitched in (sorry, more names and this becomes a club newsletter). And a final plug to support those who support us all. Prizes were donated by Montgomeryville Cycle Center, Leisure Equipment, B & B Sales and Service and Cycle City. Thank you all and come on back!

□

When we got back, the club had a cookout going, and the fed us all we could hold in burgers and dogs. Food was a major concern at the time, so it was a pleasant surprise. They also had tubs of drinks to hand out and a table full of accessories for the burgers, so we were in fat city. The tableau was completed with a comfortable pavilion to b.s. under, as the rain finally started showering down on us.

It was a good ride—a quick one, with a lot of twists and turns—but an interesting introduction to some back roads we normally wouldn't see. Now, for next year they really ought to give us a bigger loop, taking in Upper Black Eddy and some more cruising alongside the river; but even if they don't, it's still a great way to spend a morning. □

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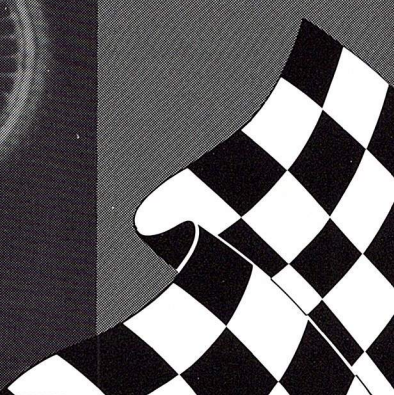


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# TURTLE POWER!

Talking to Peter Laird, owner of Mirage Studios and Mirage Racing

by Mike Snyder

Northhampton, MA

With sponsorships so hard to come by, especially in these tough economic times, it's refreshing to see a new company come into our sport purely on enthusiasm, not market share and demographics.

This new sponsor is Mirage Studios, which is probably better known for its creation and ownership of the highly successful cartoon characters known as the "Teenage Mutant Ninja Turtles."

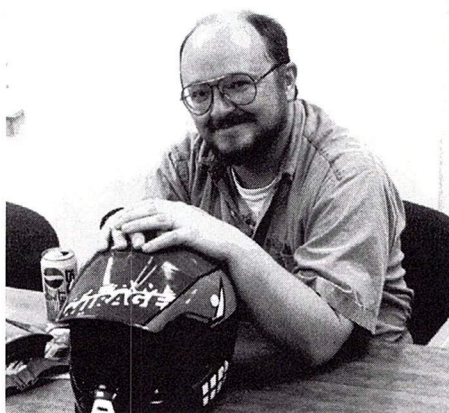
Nestled in the picturesque New England community of Northampton, Massachusetts, Mirage Studios is located in a downtown refurbished brick building. Not much to look at until you walk inside and discover the goings on. Looking more like a group of guys hanging out than creative geniuses, you can't help but wonder how all of this success took place. "Mirage Studios started in 1984 as a business by myself and my partner, Kevin Eastman, thinking we would be illustrators together," stated Peter as

we began our interview. "You know, doing book covers and things like that. About 4 or 5 months went by with nothing for work and then we created the Turtles, used the company name for publishing them. That company still exists, but it has expanded into three separate corpo-

rations, Mirage Publishing, Mirage Licensing and Mirage Management. All of these companies handle the various aspects of the Turtle business."

His official title at Mirage is Co-owner, a responsibility he shares equally with Kevin Eastman. From that, Peter divides his time between the three separate divisions of the company. "My latest project has been working with the producers and writers of the up-coming Teenage Mutant Ninja Turtles - Part 3 movie. I think it's going to be pretty good. I'm happy with what all of us came up with."

When he's not writing movie scripts or drawing cartoons, Peter tries to enjoy his motorcycling. "I started riding a Bonanza Mini-bike when I was a kid. From that, I graduated to an unusual brand called a Rabbit 90 which was produced by Fuji Heavy Industries and in actuality it was a step - through scooter. That was my first street legal machine. After that, I bought a Bridgestone 100 trail bike. That bike was a lot of fun and was my first real taste of



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off road riding.

In High School, I got my first real decent bike, a Honda SL 350 four Stroke, I loved that bike and rode it everywhere. During the lean years after college, I left the bike behind during one of my moves and never went back to get it.

With all the work that came with the success of the Turtles, I never really thought much about riding or motorcycles because I was so busy. One of my illustrators here at the studio, Jim Lawson, had just gone out and bought a Honda Nighthawk 700S and came up to my house to show me it. I took it out for a quick spin and realized right then and there, I had to get another bike. All of it came back, the love and feel of riding.

I went down and bought a Kawasaki KRL 650 from a local dealer in town, Valley Motorsports, and from there I started collecting bikes. I traded that in for a Honda 1100 Shadow and after that I became interested in dirt riding so I bought a few WR200 Hondas. I consider myself very fortunate that I can afford to do this as a hobby with the success of the Turtles, it allowed me to indulge myself." As with any successful business man who enjoys Motorcycling as a hobby, Peter find it tough to break away and ride. To clear out his head and enjoy himself, he makes the time at lease two times a week.

"As far as which bikes I ride the most, it would have to be my Honda 250 CR set-up for Enduros and my Bimota Tesi which is my road worthy mount."

One person who was instrumental in Peter's



*Tommy Norton, the fifth Turtle, struts his stuff at a NETRA hare scrambles.*

involvement with racing was Valley Motorsport owner Jerry Randall. A excellent racer in his own right, having won the New England Grand Championship twice in the 70's as a Cam-Am Support rider. It was Jerry who first gave Peter the idea of starting a team.

"Last Year, my partner Kevin had sponsored a car racing effort and had a great time with it. So this year, it was my turn to sponsor someone in motorcycling. I was talking to Jerry about this when he told me about Tommy Norton, who was looking for a ride this year.

I had hears about Tommy's win at Blackwater

and of his Championship in the New England Trail Riders Association Hare Scrambles series. So one thing led to another and we ended up signing Norton up to race for Team Mirage. I was really excited about the whole thing. I got some black and white artwork of the CR's that Tommy would be racing and scanned them into my computer to design different color schemes and such. My friend, Robert Eagnan, who also works here at Mirage Jumped right in and did all the finished logos like the t-shirt and sticker designs.

In the beginning, Team Mirage was only going to support Tommy, but Jerry had brought up Dale Quarterly's name, mentioning that he was also looking for support on the National Road-racing Circuit. things just happened to fall into place with sponsoring Dale and it appealed to me to support one off-road racer and one road-racer."

Peter's support didn't stop there though, as he also included a couple of up and coming Amateur Motocrossers in the Team Mirage fold, Larry and Jerry Lashaway, who compete in the New England Sports Committee Motocross series.

Although his partner, Kevin isn't involved with the motorcycle sponsorships, Peter still has plenty of in-house support with his employees lending a hand to help with their various talents.

"Gary Richardson has really gotten involved with the whole deal. He's our in-house Accountant and has been instrumental in getting all the contracts arranged. A number of people

# Chilly Chili XI

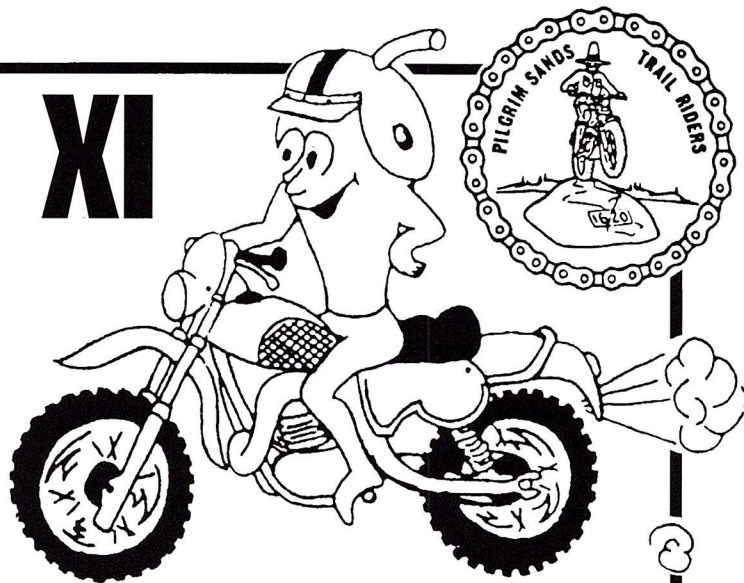
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who work here either dirt ride or road ride so the enthusiasm is there."

Even though Mirage Racing operates with a healthy budget, Peter is very careful with his spending practices no matter how much fun it is. although it appeared that Team Mirage was keeping a low profile in the promotional end of the sponsorship business, Peter explained his theory behind this, "We're working on a lot of that stuff now. The press kits, Jackets, T-shirts and other stuff wasn't a priority to the team. We wanted to take out time with that, feel our way around a little. Out number one priority was to make sure that all of the team riders had all the bikes they needed as well as parts and riding gear."

When asked if Mirage Studios planned on incorporating any of the Team Mirage riders into a cartoon series of a toy line, Peter laughed, "no definite plan, but we have bounced that around a little. I've been talking to Jim Lawson, who is an illustrator here as well as a big help with Team Mirage, about creating a comic book featuring the team's racing endeavors. Nothing beyond that yet. It's difficult to write stories on real people without getting goofy. I'm not writing it off, but I would like to find the time to do it and do it right." Not only does Peter enjoy the supporting end of our sport, he's also thoroughly enthusiastic about attending the races to watch and cheer on his riders.

"I went to my first race three years ago at the National in Loudon and was completely blown away by the whole spectacle of it all. You couldn't help but feel the level of enthusiasm

that filled the room when he started explaining that day at the races, "when I first heard thirty Super bikes on the starting line ready to blast off, it set chills up and down my spine. The vibration and noise, it just goes through you."

I also recently attended the national at Southwick, ma to watch the moto-crossers that I support race the amateur races held there the day before. I had a blast there and decided to come back the next day and watch the National guys go for it. I couldn't believe how fast they were. It's phenomenal to watch such talent."

When the subject of next year came up, Peter was careful not to give the wrong impression as what his long range goals are.

"the bottom line is that I'm doing this as a form of advertising, and the product that I'm trying to promote has nothing to do with motorcycles. So it's a question of are we really helping out sales or not. Who knows?"

When asked what could the AMA as well as the competitors themselves do to attract more sponsorships like his company, he was quick to reply.

"For the non-motorcyclist to become interested, you have to get them there. The excitement factor is there as well as the entertainment package. Once you get people to go, they will come back. Another problem that I noticed at Southwick was identifying the riders at the pro level was next to impossible. When the riders on the same team look like they're not on the same team, you can run into a problem. I really think the non motorcycle fan could enjoy the race if they didn't have to thumb through the

race program every time a rider went by.

About the only team that looked like a team was the Peak/Honda 125 effort. the squad impressed me - they definitely have their act together. My hat's off to the designer for the team, very well thought-out with the 'Peak' logo on the Radiator wing and sponsorship decals running down both fenders on all the bikes, not just one or two. All the bikes as well as the riders looked the same, like they're on the same team.

The last thing is, although I respect the talent of helmet painters with the amazing graphics and all, if the riders came up with a simple distinctive design and color scheme. It would be a lot easier for people to identify the riders much like they do it in Formula One racing. with each driver having his own helmet design. I don't want to sound like I'm bashing motocross, but I really enjoy the sport and would love to see it grow.

The entertainment and excitement is there and when you get the people to go to the races, the sponsorships will definitely follow. Maybe the deal that transpired to create the Peak/Honda team could be duplicated so that another company, like mine, can share the operating expenses and form a joint effort. With everything costing so much these days, that might be a economic alternative that could attract sponsors who don't want to foot the bill alone. All in all, I'm just happy to be directly involved with the racing end of things and I'm enjoying myself as much as riding."







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# ILLINOIS CROSS COUNTRY SERIES AND CHAMPIONSHIP

The Peat Monster challenges the Bogs of Blackwater

by Dan Anderson

The name "Gusse" (pronounced "Gussy") has a strange effect on midwestern dirt riders. Some turn pale, others develop nervous tics, and many begin to mumble oaths and imprecations far too vile for these family-oriented pages. Then they all begin to relate their personal horror stories from having entered one of "Gusse's races". Bill Gusse is the owner of The Bike Barn, a Morrison, Illinois dirt bike dealership, and promoter of the Illinois Cross Country Series and Championship. This outspoken dirt bike fanatic sponsors a popular series of enduros and hare scrambles that have become known nationally for their difficulty. To ride in a Gusse race is a landmark in most dirt rider's careers; to simply finish one of his ordeals is the goal of many B and C riders.

## If I Can Walk It, They Can Ride It

The regular races in his Cross Country Series (which are divided into a fall and spring schedule), pale in comparison to the annual Cross Country Championship held every October. Gusse chuckles when asked how hard the race is. "I've never been to Blackwater, but I've seen videos and talked to (Jeff) Fredette and some of the other top riders," he said. "They all agree there's no comparison...my race is tougher. My motto is that if I can walk up, around, or through it, they can ride it (Many local riders, having heard that motto, swear that Gusse must have wings and webbed feet). If Blackwater is wet it can be tough in places, but most

## Dallas Center, IA

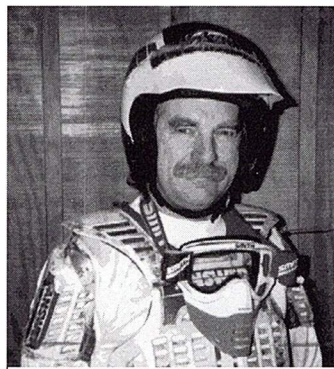
of it is underlain by rock. My race is run on black dirt, through a lot of fallen-down woods, up and down bluffs, and through peat bogs. If it rains a lot before my championship there's a chance *nobody* will finish!"

Gusse is quick to point out that his regular races aren't quite as nasty as the championship race. "We're trying to get and keep people interested in dirt bikes, so we make alternate loops for pee-wee and C riders. We have a barbeque and play-ride in July to cap off the spring races, and a chili feed in late fall to end the fall series. We're just doing everything we can to promote dirt bike riding."

## New Riders (Victims) Wanted

He warns that his championship race in October is not for the weak-hearted. "We've pretty much destroyed all the local riders," he laughed, "so now we're looking for some of those eastern riders to come out and learn what a real race is like. It's five to six hours of every kind of terrain and obstacles you can imagine...sand whoops, peat bogs, hundreds of logs, 90 mph straight-aways across cornfields, hills, gullies, dozens of creek crossings...it's wonderful!" For more information about Gusse and his racing series, and especially his Illinois Cross Country Championship, contact: Bill Gusse, c/o The Bike Barn, RR 3, Morrison, Illinois, 61270, phone 815-778-3641.

*The Illinois Cross Country Series runs races roughly twice a month through the warmer parts of the year. For a full schedule, contact them at the address above.*



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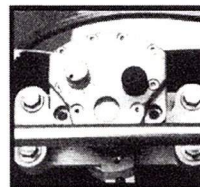
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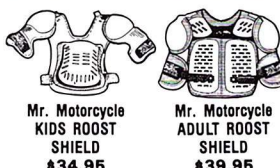
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## PACKAGE DEALS

B 1	B 2
Pro Jersey Pro Pant Pro Gloves	Pro Jersey Pro Pant
\$144.95	\$199.95

## H

<b>Hi-Point Boots</b>	
Kids Boots . . . . .	<b>\$179.95</b>
Adult Boots . . . . .	<b>219.95</b>

Power Pants	JT Racing
Jersey	\$99.95
Wet Glove	29.95
Glove Half-Breed	6.50
JT V-2000 Ventilator	24.95
	99.95



Fanny-Tool Packs	\$29.95
Fanny Packs Dual Canteens	39.95
USA Gear Bag	29.95
USA MX Pants	79.95
USA Jersey	19.95
Sport Glove	19.95

## I

Stocking Stuffer Deal No. 1
Buy 1 Pair of EXPERT TIEDOWNS & 1 Pair of Grips for \$18.95

## J

Stocking Stuffer Deal No. 2
Buy 1 Pair of SKINS & 1 pair of MX SOCKS for \$21.95

Stocking Stuffer Deal No. 3
Mr. Motorcycle Trophy Sport Gloves & No. 83 SCOTT GOGGLES both for \$24.95

\$19.95 SKINS REG. \$24.95	Available In Solid Blue, or Multi-Colored Design S, M, L, XL
FULL LENGTH SKINS (Black) \$24.95	

<b>RIDING SHORTS</b>	<b>SKINS (Black) \$24.95</b>
	<b>EXPERT Tiedowns</b>
	Red \$12.95
	Ratchet \$19.95
	<b>MADE IN U.S.A.</b>



	6 PACK	FULL CASE
H1R pint	\$27.95	\$49.95/12ct
MC1+12.3oz	\$17.95	\$68.95/24ct
Chain Lube 18oz	\$26.95	\$49.95/12ct
Gear Oil 32oz	\$19.95	\$37.95/12ct
Fork Oil 16oz	\$11.95	\$22.95/12ct
Air Filter Oil 16oz	\$14.95	\$26.95/12ct
Degreaser 16oz	\$19.95	\$38.95/12ct

## GOLDEN SPECTRO OIL

2 CYCLE (12 oz.)	6 PACK \$19.95 CASE 24 \$69.95
GEAR OIL (Quart)	6 PACK \$26.95 CASE 12 \$49.95
4 CYCLE 10W40 or 20W50	6 PACK \$27.95 CASE 12 \$52.95
CARTRIDGE FORK OIL	6 PACK \$49.95 CASE 12 \$89.95

## KAL Guard

EACH	6 PK.	CASE
KG4+	4.45	24.95
KG4	3.95	22.95
Engine Guard	7.50	38.95
Titan. Oil	4.50	
Shaft Drive Gear Oil	5.95	
Fork Oil	3.25	18.00
Cartridge Fork Oil	9.00	
Chain Note Sm	2.95	16.95
Chain Note Lg	6.50	29.95

## SCOTT GOGGLES

#3s YOUTH	\$12.95
#3s ADULT	16.95
#7 OVER GLASSES LEXAN	22.95
#9 LEXAN LENS	18.95
#109 LEXAN LENS	22.95
#90 GRADIENT LEXAN	22.95
TEAR OFFS	4.50
ROLL OFFS	27.95
FACE MASKS	7.95
SCOTT GLOVES	27.95



FX2 Solid	\$159.95
FX2 Multi	169.95
VX5 Solid	214.95
VX5 Team	244.95
VFX Solid	249.95
VFX Team	349.95



 MOTO 5 & 6 CALL FOR PRICES!!	SP4 HELMET \$59.95
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## BIEFFE HELMETS

BX6	\$99.95
2800 MX	59.95
HI-TECH	169.95
SPLATTER	119.95



MX/r	\$199.95
MX/b	239.95

## LAZER

Pro-MX Helmet	\$129.95
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## NGK

Spark Plugs From	\$1.75 Each
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## SPLITFIRE

Spark Plugs	\$7.95 Each
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Hand Guards	From \$16.95
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Rear Fender	From \$18.95
Disc Guards	From \$19.95

## ENDURO BRUSH-GARDS

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## DARK DUSTERS

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## S-100

Total Cycle Cleaner  
1 LITER KIT \$13.95  
Refill \$9.95

## PROMAN SHOCKS

Dual Springs  
Performance Shocks  
\$99.95 pr.  
Lengths: 14 1/4" - 17"

## ATK Bike Shoe

\$79.95



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O-RING VC SERIES  
520 x 110 O-Ring \$47.50  
520 x 120 O-Ring \$52.50

## SUBAKI OR SERIES

520 x 110, 120 \$28.00

## OMEGA O-RING

520 x 110, 120 \$55.00

## RK O-RING

520 x 120 \$55.00

## CHENG-SHIN #755

410 x 14	\$19.95
300 x 16	18.95
460 x 17	27.95
530 x 17	39.95
410 x 18	25.95
460 x 18	28.95
530 x 18	33.95
300 x 21	20.95

## CHENG-SHIN PAIR DEALS

Buy 1 Front & 1 Rear

300 x 21	For \$49.95 PAIR
460 x 18	
530 x 17	
460 x 18	
530 x 18	
SPECIAL PAIR DEAL:	For \$44.95 PAIR
300 x 21 Front & 410 x 18 Rear	

## DUNLOP

K139 Front

300x21	K490 Intermediate Ter.	\$49.95
80/100x21 (300x21)		\$49.95
300x21		18.95
410x14		25.95
120x18		37.95
130x18		39.95
140x18		42.95

K595 Knobby, Hard-Terrain

90/100x14		27.95
100/100x18		49.95
110/100x18		52.95
120/100x18		56.95
100/90x19		52.95
110/90x19		56.95

K695 Knobby, Intermediate-Ter.

Intermediate-Ier.	
0/100x18	51.9
0/100x18	55.9
0/100x18	59.9
0/90x19	55.9



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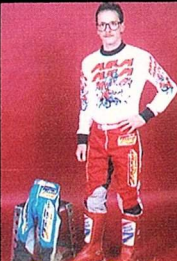
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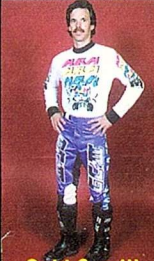
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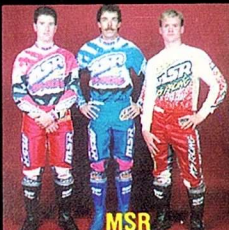
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Gold Cup III



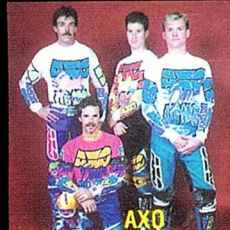
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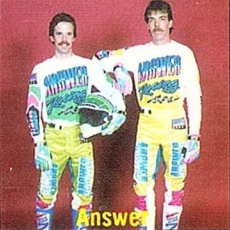
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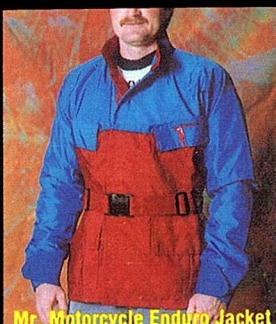
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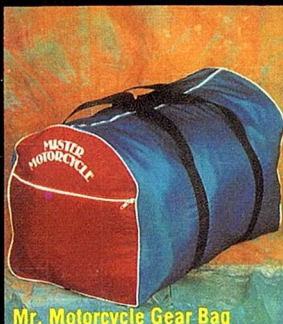
Answer



Answer



Mr. Motorcycle Enduro Jacket



Mr. Motorcycle Gear Bag



Adult Roost Shield



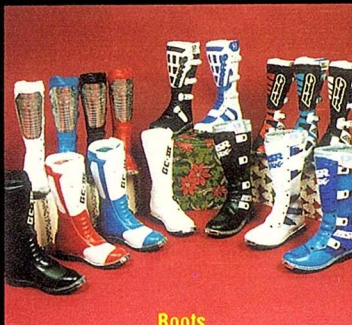
Kids Roost Shield



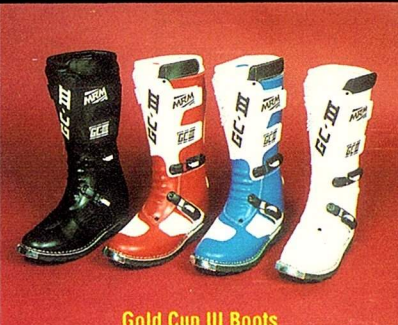
Gold Cup Gloves



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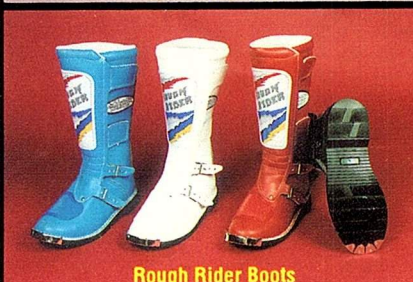
Boots



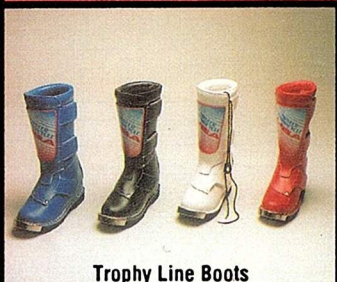
Gold Cup III Boots



Trophy Line Gloves



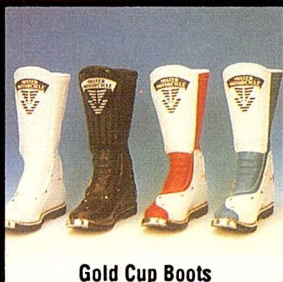
Rough Rider Boots



Trophy Line Boots



Kids Boots



Gold Cup Boots



Tie Downs



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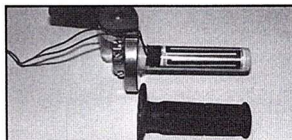
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1987 Husky 430WR New May '91. Prog. springs, re-valved susp., Bark Busters, DeVol frt disc guard, new Metzeler, Dyno Port pipe, Alumilite bars. 500 miles. Mint cond., asking \$1550. Call (203)881-1485.

1989 ATK 250 Exc. Cond., light use, enduro valving on susp. and engine. \$1500. (908)604-2056 anytime.

1990 Husky 250WEX Ridden only 200 miles, race or trail ready. Up-Tite exhaust and many other extras. Reliable, showroom condition, \$1800 obo. 1986 KTM 85 MX Mini Strong motor, runs great, perfect beginner bike. Asking \$500. I/O odometer Electronic, adjusts to all wheel sizes and holds all resets. Operator's manual included, \$50. Call (609)586-5334.

1989 KTM 350EXC Factory Connection suspension, Bark Busters, new rims, tires, etc. Exc. cond., \$1495 obo. (203)526-3588.

Wanted: Husqvarna 400 or 430, '85-'88. Looking for hi-mileage or parts bike. call Joe, (609)627-3671.

1987 Husky 430WR purchased new in May '91. DynoPort pipe, revalved suspension, alumilite bars, DeVol front disc guard, Bark Busters, low miles, like new, \$1450 obo. Must sell, call (203)581-1485.

1979 Husky 390 for parts or fix-up. w/extra 390 motor and other parts, \$250. Call (717)898-0915.

Pirelli MT-17 dual sport tires, front 90/90-21, rear 110/90-18. Make offer to Bob Drake, (215)362-1328.

1990 Husqvarna 510, last Swedish bike. New in '91, less than 1k trail miles. WP shock, Marz. forks revalved for rocks by Fact. Conn. Up-Tite pipe, Supertrapp, new Metz's, rad. guard, oil chgd after every ride. Spare brake shoes and pads, orig. exhaust. MA registered, asking \$2000. (617)261-6360 days, 729-3917 evenings.

Statement of Ownership,  
Management and  
Circulation  
(Required by 39 U.S.C. 3685)

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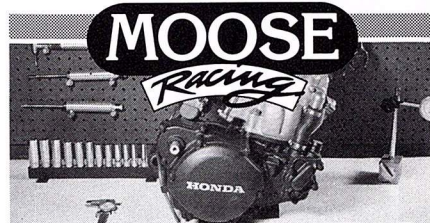
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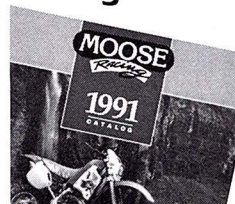
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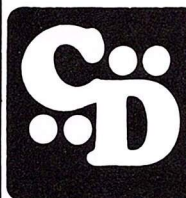


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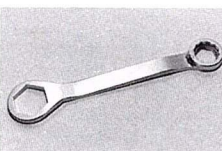
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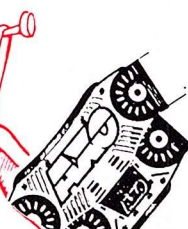
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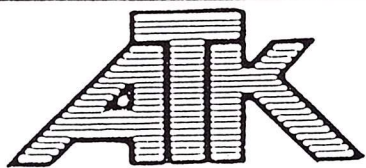
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Pro Jacket	\$169.95
MSR Gortex Pants	\$169.95
MSR 2 Pants	\$149.95
MSR 2 Jerseys	\$37.95
MSR Pro Comp 2	
Jerseys	\$30.95
MSR Pro Comp 2	
Pants	\$89.95
MSR Pro Comp	
Jersey	\$19.95
MSR 2 Kevlar Glove	\$29.95
MSR Pro	
Comp Glove	\$24.95
HP Attack Jak	\$69.95
HP Air System	\$94.95
Enduro Tool Pack	\$39.95
Fender Tool Pack	\$30.95



Rok-Blok	\$89.95
Rok II	\$36.95



SCD II Pants	\$124.95
Sport Glove	\$28.95
Air Glove	\$38.95
Sport Jersey	\$33.95
SCD Belt	\$33.95
SSO Pants	\$149.95

## E.B.C. BRAKES

Disc Brakes (All Bikes) \$19.95



From \$8.95 to \$27.95

## ENDURO Accessories

Hi Point Card Holder	\$8.95
Genuine Bark Buster	\$39.95
Tire Irons	\$3.95
Safety Wire Kit	\$14.95
Plug Protector	\$2.25

## GOGGLES

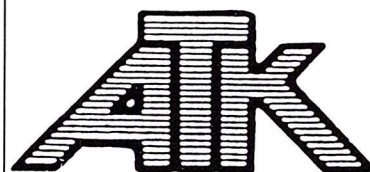
Scott 87	
(Over Glasses)	\$20.95
Scott 89	
(Lexan Lens)	\$18.95
Scott 109	\$21.95
Smith SMX - CMX	\$19.95
Smith SMX	
w/roll-offs	\$39.95
Roll-offs for	
Scott/Smith	\$28.95
Smith Refills	
25+4 pack	\$ 8.95
Quick Strap	\$12.95

## BOOTS

Oneal Geo 3	\$189.95
HP Pro GP	\$209.95
MSR Pro Comp	\$205.95
Thor Boots	call



Blue Tiedowns	\$13.95
Red Tiedowns	\$16.95



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# WHY BUY AMERICAN PARTS?

Don't ever be chumped again into buying the same flimsy stock parts that broke on you already. Replace your broken, worn-out stock parts with **proven** products that **bolt-on**, deliver **more performance** and **cost you less** than the stock stuff. These are the finest products available at the best prices in the country. Please **don't get stuck with stock again!!**

## WISECO



### FORGED PISTON KITS

Greater Power Delivery  
Cooler Engine Temperatures  
Much Longer Life



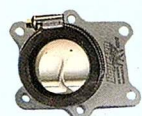
### ULTIMATE RACING PLUG

Greater Spark Delivery  
More Power • Less Fouling  
Money-Back Guarantee



### ROOST BOOST

Greater Power  
Greater Acceleration  
Less Fouling  
Easier Starting  
**\$59.95**



### Boyesen RAD VALVE

Rated "Must Have" by MXA  
Quicker Throttle Response  
Faster Starts, No Bogging  
Aeroform 1-Piece Casting



### PRECISION GASKET SETS

Superior Pressure Seal  
Absolutely Perfect Fit

**OVERNIGHT DELIVERY  
NO MINIMUMS  
GUARANTEED PARTS**

FREE  
COLORS



PACKAGE  
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**RATED  
#1**



### ULTRA SEAL AIR FILTERS

#1 Rated by MXA, DB,  
Team Yamaha, Kaw, Suzuki  
Dual Stage Hi-Flow  
Air-Tight Dirt Seal  
from **\$16.95**

**24 HOUR  
7 DAY  
ORDER LINES**

### LEAKPROOF PRO-MOLY SEALS

- Anti-Friction
- Lifetime Guarantee
- Any Bike

**\$16.95 up**



DUAL  
STAGE  
REEDS

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### CHAMBER SEAL

Stop Exhaust Leaks  
Stop Power Losses



SPACE AGE  
EXHAUST  
SEALANT  
TAPE



### FIBRE-FLO 9.9

Highest Capacity Filter  
New Fiber Technology  
Eliminates Starvation



### WATERPROOF PLUG CAPS

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## Sidewinder

Lasts 3 Times Longer  
"Virtually Indestructible" says D.R.  
Anti-Stretch Chain Design  
Delivers More Power, Less Drag



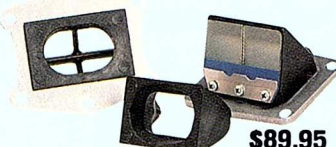
**PIRATE  
RACING PRODUCTS**  
a division of  
**KRAUSE RACING**



### KRAUSE KANNON PIPES

Three Power Choices  
Toughest Steel Made  
All Brands 50cc to 500 cc  
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### FMF RAM VALVE



**\$89.95**

Bolt-on Supercharger  
Stunning Throttle Response  
Massive Power Increase



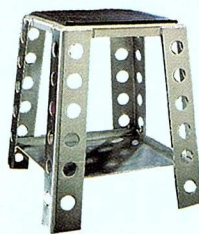
from  
**\$19.95**

**EBC**

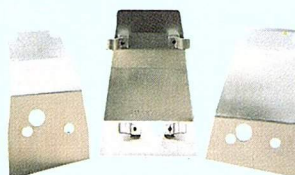
Lasts Longer Than Stock  
Positive, Even Braking Action  
Resists Overheating and Fade

### FACTORY STAND

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### SKID/CASE PLATES



Save Your Frame  
Save Your Engine Cases  
Save Your Wallet

**\$39.95 up**

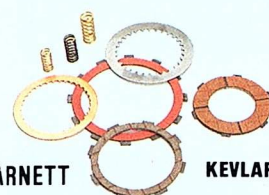
**BEST  
PRODUCTS  
GUARANTEED  
BEST PRICES**

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**\$49.95**



Great Low-End Increase  
Repackable Core Unit  
Guaranteed Fit



**BARNETT**

**KEVLAR**

### "FADE-FREE" CLUTCH KITS

Brutally Strong Materials  
Greater Contact Areas  
Cooler Operating Plates



EIBACH  
MOTOSPRINGS  
NOT SHOWN

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Cure Suspension Problems  
"A Bargain At Any Price" says D.B.  
"The Best Bolt-on Product Ever"  
Improves Traction, Braking, Handling

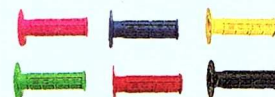
### ALLOY SERIES BARS

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### SCOTT GRIPS

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### OURY GRIPS

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### BARK BUSTERS/HANDSAVERS

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Replica  
Green KX  
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